THE Commercial & Financial Chronicle

Quotation Supplement (Monthly) — Street Railway Supplement (Semi Annually)

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The Chronicle.

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CLEARING HOUSE RETURNS.

The following table, made up by telegraph, etc., indicates that the total bank clearings of all the clearing houses of the United States for the week ending to-day, Aug. 12, have been $1,458,971 520, against $1,628,695,925 last week and $1,237,874,692 the corresponding week of last year.

CLEARINGS. Returns by Telegraph.	Week Ending August 12. 1899.	1898.	Per Cent.
New York	$735,385,928	$536,453,126	+12·4
Boston	98,610,425	79,313,051	+24·3
Philadelphia	67,852,756	55,967,274	+21·2
Baltimore	14,387,689	11,854,241	+21.4
Chicago	97,394,575	76,156,015	+27·9
St. Louis	26,634,935	21,660,582	+22·9
New Orleans	4,800,889	4,257,961	+12·8
Seven cities, 5 days	$1,045,070,197	$885,862,250	+18·0
Other cities, 5 days	168,097,862	155,714.286	+8·0
Total all cities, 5 days	$1,213,168,059	$1,041,376,536	+16·5
All cities, 1 day	240,803,461	196,498,156	+22 5
Total all cities for week	$1,458,971,520	$1,237,874,692	17·5

The full details of clearings for the week covered by the above statement will be given next Saturday. We cannot, of course, furnish them to-day, bank clearings being made up by the various clearing houses at noon on Saturday, and hence in the above the last twenty-four hours of the week have to be in all cases estimated, as we go to press Friday night.

We present below our usual detailed figures for the previous week, covering the returns for the period ending with Saturday noon, Aug. 5, and the results for the corresponding week in 1898, 1897 and 1896 are also given. In comparison with the preceding week there is an increase in the aggregate exchanges of one hundred and seventy-six million dollars, the gain at New York being one hundred and fifty-four millions. Contrasted with the week of 1898 the total for the whole country shows an increase of 33·6 per cent. Compared with the week of 1897 the current returns record a gain of 37·6 per cent, and the excess over 1896 is 81·8 per cent. Outside of New York the increase over 1898 is 25·4 per cent. The excess over 1897 reaches 28·3 per cent, and making comparison with 1896 the gain is seen to be 52·4 per cent.

Clearings at—	Week ending August 5. 1899.	1898.	1899 P. Cent.	1897.	1896.
	$	$		$	$
New York	1,029,869,475	741,158,273	+39·0	716,951,937	502,877,383
Philadelphia	85,807,865	65,829,572	+30·3	59,376,734	52,522,909
Pittsburg	25,639,491	18,741,693	+36·6	18,736,813	13,560,673
Baltimore	17,475,327	16,040,628	+8·9	18,235,528	13,040,075
Buffalo	4,441,290	3,710,194	+19·7	4,394,116	4,363,874
Washington	2,204,982	1,873,737	+17·7	1,885,667	1,806,734
Rochester	1,860,706	1,868,273	−0·4	1,629,634	1,854,325
Syracuse	1,151,973	1,014,060	+13·5	1,018,631	948,596
Scranton	1,060,677	800,447	+32·5	723,904	767,065
Wilmington	959,065	664,370	+44·4	788,709	655,298
Binghamton	421,300	350,300	+20·3	387,000	318,200
Total Middle	1,170,892,151	852,051,547	+37·4	824,128,673	595,715,525
Boston	126,608,349	102,103,640	+24·0	102,715,447	81,170,677
Providence	6,411,200	4,444,800	+44·3	4,555,500	4,260,200
Hartford	2,680,520	2,402,596	+11·6	2,348,928	2,271,132
New Haven	1,632,152	1,427,931	+14·4	1,699,667	1,445,779
Springfield	1,448,533	1,427,162	+1·4	1,182,615	1,281,485
Worcester	1,217,255	1,537,410	−20·8	1,495,604	1,565,226
Portland	1,506,180	1,533,451	−1·8	1,457,333	1,334,619
Fall River	735,187	562,627	+30·7	774,811	484,876
Lowell	400,421	657,022	−39·1	672,154	504,419
New Bedford	468,475	518,963	−15·4	426,406	369,413
Total New Eng.	143,078,272	116,615,602	+22·7	117,328,465	94,687,820
Chicago	123,566,478	92,329,342	+33·4	94,843,411	76,946,600
Cincinnati	14,172,850	11,691,650	+21·2	11,471,050	10,956,250
Detroit	8,631,704	7,384,235	+16·9	6,931,855	6,342 581
Cleveland	10,706,825	8,020,568	+33·5	6,026,523	5,877,536
Milwaukee	4,892,737	4,332,462	+12·9	4,515,970	3,720,624
Columbus	4,500,000	3,600,000	+25·0	3,698,100	3,765,300
Indianapolis	2,518,514	2,740,120	−8·1	2,387,952	1,871,644
Peoria	1,839,152	1,462,955	+25·8	1,611,240	1,607,975
Toledo	2,423,057	1,991,368	+21·7	2,193,860	1,285,931
Grand Rapids	1,016,017	874,310	+16·5	826,734	728,317
Dayton	992,822	745,498	+33·1	588,085	702,190
Evansville	739,423	626,175	+18·1	......	......
Youngstown	286,325	298,113	−4·0	172,907	......
Springfield, Ill.	400,000	300,000	+33·3	......	......
Lexington	383,437	483,982	−20·8	380,727	332,760
Akron	344 100	443,400	−44·9	231,000	179,813
Kalamazoo	302,400	263,534	+14·8	300 246	276,964
Saginaw	312,325	323,060	−3·3	296,909	349,357
Rockford	239,354	147,888	+62·2	137,964	160,135
Springfield, Ohio	265,349	183,425	+44·7	162,334	212,705
Canton	268,952	182,609	+47·1	167,772	175,900
Tot. Mid. West'n.	178,801,821	138,424,680	+29·2	136,944,639	114,491,582
San Francisco	18,521,552	13,855,013	+33·7	14,279,262	11,564,740
Salt Lake City	2,359,590	1,808,844	+30·5	1,549,753	1,208,810
Portland	1,392,701	1,557,442	−10·6	1,216,620	1,075,644
Los Angeles	1,779,458	1,373,995	+29·5	1,309,323	1,084,786
Seattle	3,405,064	1,100,852	+209·3	875,000	575,000
Spokane	1,214,174	757,874	+60·4	769,520	472,682
Tacoma	1,067,290	700,000	+52·5	439,682	554,328
Helena	717,714	545,132	+31·7	400,000	519,168
Fargo	249,600	175,000	+42·6	72,173	150,450
Sioux Falls	161,156	98,570	+63·5	55,118	55,774
Total Pacific	30,868,306	21,972,722	+40·5	20,966,451	17,261,382
Kansas City	11,620,012	10,654,161	+9·1	9,432,915	8,760,527
Minneapolis	8,581.146	5,997,242	+43·1	6,222,732	5,629,313
Omaha	5,552,156	5,674,425	−2·1	4,551,321	4,199,130
St. Paul	3,976,664	3,585,304	+10·9	2,979,715	4,711,576
Denver	3,254,413	2,973,214	+9·5	2,653,811	2,177,848
St. Joseph	3,580,282	2,785,542	+28·5	1,223,061	937,009
Des Moines	1,140,000	910,000	+25·3	1,000,000	715,709
Davenport	1,016,696	1,056,315	−3·8	764,315	721,298
Sioux City	705,076	605,775	+16·5	473,350	337,122
Topeka	486,577	472,744	+2·9	447,598	506,497
Wichita	472,181	393,346	+20·1	389,063	378,728
Fremont	104,142	74,162	+40·4	82,639	52,665
Hastings	109,766	97,812	+12·2	102,217	79,617
Tot. other West.	40,599,111	35,280,042	+15·1	30,323,337	29,207,037
St. Louis	31,392,980	24,363,458	+28·9	25,267,659	23,854,443
New Orleans	5,946,767	6,401,245	−7·1	6 139,557	6,545,462
Louisville	8,177,579	7,004,192	+16·7	7,267,506	5,305,482
Galveston	2 436,450	2,592,400	−6·0	1,903,050	1,558,350
Houston	2.419,074	2,067,857	+17·0	2 369,580	1,800,000
Savannah	2 039,869	1,792,953	+13·8	1,483,386	1,171,517
Richmond	3,127,875	2,697,120	+15·9	2,281,417	2,133,282
Memphis	1 413,492	1,142,417	+23·7	1,218,168	1,141,356
Atlanta	1,357,925	1,080,766	+25·6	1,081,104	1,111,971
Nashville	1,294,156	1,230,711	+5·2	1,112,656	791,716
Norfolk	1,101,580	832,940	+33·7	853,978	811,142
Augusta	719,308	442,446	+6·2	424,288	375,281
Knoxville	555,070	462,453	+20·1	408,642	381,483
Fort Worth	805,159	674,898	+19·4	574,536	507,898
Birmingham	524,180	354,919	+47·9	296,489	295,279
Macon	420,000	339,000	+23·9	488,000	......
Little Rock	262,338	242,546	−8·2	220,361	245,112
Chattanooga	317,052	356,251	−11·0	300,235	244,673
Jacksonville	145,408	202,596	−28 2	177,315	257,218
Total Southern	64,456,262	54,272,168	+18·8	53,867,027	47,531,665
Total all	1,628,695,925	1,081,485,385	+33·6	1,183,558,598	895,895,011
Outside N. York	598,826,450	436,957,048	+25·4	466,606,655	393,017,628
Montreal	14,034,882	12,500,000	+12·3	11,655,666	10,397,000
Toronto	8,845,509	7,704,665	+14·8	6,686,898	6,151,711
Winnipeg	1,787,693	1.550,415	+15·3	1,552,354	1 305,507
Halifax	1,480,000	1,552,742	−4·6	1,526,678	1,624,083
Hamilton	747,178	675,000	+10·7	668,469	671,328
St. John	675,233	684,345	−1·3	696,401	600,000
Victoria*	522,015	......	......	......	......
Vancouver*	1,005,726	......	......	......	......
Total Canada	27,570,495	24,667,167	+11·8	22,786,466	20,809,629

* Not included in totals.

THE FINANCIAL SITUATION.

There has been no development of special importance this week. The announcement was made on Saturday last of a new issue of gold certificates by the Treasury. The details of this movement we have referred to lower down in this article and have also remarked upon the transaction in its relation to the money market on a subsequent page. Money has been easier and stocks toward the close of the week have increased in strength, activity, and more or less in values. The truth is, every industrial factor seems at the moment to be tending towards a more and more satisfactory development. Crops, iron, and railroad earnings we have referred to below. But it is not those features alone; in every direction there are signs of improvement, and if no untoward event occurs, the business of the country the coming fall must be further increased.

On a subsequent page we give an interesting communication from our Manchester correspondent reviewing the scope and character of the India currency report. We refer to the report of the committee of experts appointed by Parliament March 1898, and about which we wrote (July 15, page 103) at the time when it was announced by cable that the report had been made public. It seems that the committee recommend (1) a gold standard for India, (2) that the sovereign be a legal tender at the rate of 15 rupees to the sovereign or pound sterling, (3) that the mints be open to the free coinage of gold, but (4) that rupees be minted only at the discretion of the India Government, whenever it considers that course desirable, the profit on coinage to be set aside as a special gold reserve for the purpose of maintaining the mutual convertibility of rupees and sovereigns.

The committee likewise express the belief that the scheme will succeed and give reasons for that belief. Our correspondent discusses in a very fair way the arguments both for and against success, and concludes that "there can be very little doubt that the course suggested will be followed." He also adds that "a distinct declaration to this effect will undoubtedly lay to rest much doubt and uncertainty, which have long been detrimental to the interests of India as well as to the trade of that country." This week it is announced by cable that on Tuesday in the House of Commons the Secretary of State for India, Lord George Hamilton, in introducing the Indian budget, said that "after careful consideration the Government had deliberately concluded that a gold standard was required in the interests of India and that they would not be deterred from prosecuting this policy by all means in their power merely because the next phase in its advancement was coincident with temporary failure of the crops." This announcement apparently divests the course of the Government of all uncertainty. At the same time, it is not presumable that the end sought will be rashly pushed, so as to cause a drain of gold to India sufficient to disturb European money markets.

The agricultural outlook continues in every way encouraging. The report of the Department of Agriculture at Washington outlining the condition of the various crops the first of the present month was issued Thursday afternoon. It meets expectations in showing more than ordinarily promising indications. Perhaps an exception should be made in the case of spring wheat, where the impairment of condition by reason of hot winds and adverse weather is found to have been somewhat larger than had been looked for. However, even after the decline the general average is reported comparatively high, being placed at 83·6. Last year when the spring-wheat crop was of extraordinary magnitude, the condition in August was given as 96·5, but in August 1897 it was only 86·7, in 1896 78·9, and in 1894 and 1893 but 67·1 and 67·0 respectively. It seems safe to conclude, therefore, that though the yield may not come up to last year's exceptional total, the spring-wheat crop will yet be a large one. Perhaps the best evidence of a satisfactory promise is found in the way wheat from last year's crop has been coming forward. At Chicago, for instance, the inspection during July 1899 covered 1,940 carloads, as against but 71 carloads in the same month of 1898, 268 carloads in 1897, 126 in 1896 and 105 in 1895. It is worth noting, too, that in only one large producing State, Nebraska, is the condition reported very low, namely, 66; the others run from 81 to 90. Another point should not be overlooked. Even with a reduced yield of spring wheat as well as winter wheat, the left-over supplies now are very much heavier than they were twelve months ago. This ensures a large surplus for export. It seems likely, too, that the demand upon us from abroad will be active, since some of the other sources of supply may not be available to the foreign consumer to the same extent as in some other years. As a case in point, a dispatch from Washington dated August 10 stated that a report had been received from the American Consul at Odessa showing that the failure of the crops in many of the provinces of European Russia was a much more serious matter than generally supposed. In India, too, the prospect for the moment is rather dubious.

As far as corn is concerned, everything points to the largest crop ever raised in this country—barring of course unfavorable developments between now and harvest time. With an increase of 5 per cent in the acreage as compared with the area seeded to corn in 1898, the Agricultural Bureau reports an improvement in condition during July of 3·4 points, bringing the general average of the crop up to 89·9, or only a fraction below ninety. In August 1898 the general average was given 87, in 1897 84·2. The outlook is most favorable in the States of largest production, the condition in Kansas being reported 106, in Nebraska 99, in Illinois 91, in Missouri 88, in Indiana 94, in Ohio 90 and in Texas 87. We notice that some of the State agricultural bureaus make the averages even higher than the National Bureau. In Iowa the latter reports an improvement during July of only one point, from 81 to 82, but the State Bureau finds an improvement of seven points, raising the condition to 90. In Kansas and Nebraska the estimates speak of a crop of 300 million bushels each, with a likelihood that the yield in the first-mentioned State may go above that figure. The yield in Kansas last year was only 133 million bushels, in Nebraska 159 million bushels. It should be remembered, too, that since the first of the month the weather has continued generally quite favorable, though from Kansas reports come that late-planted corn would be benefited by more rain. The country is to have, likewise, a very

large production of oats. The Agricultural Department makes the general average for this crop the best in years, placing it at 90·8, against 84·2 in 1898, 86·0 in 1897, 77·3 in 1896, 84·5 in 1895, &c. The other leading crops also give promise of more than average yields, the condition of potatoes being 93·0, of barley 93·6, etc. Altogether it looks as if the present year would be a very abundant one from an agricultural standpoint.

The activity in the iron and steel trades continues unabated, and production is mounting to higher and higher figures. The "Iron Age" has this week published its usual monthly statement of the pig iron furnaces in blast, bringing the figures down to the present month. It reports the additions more moderate than there had been reason to expect, the number of active furnaces being increased from 237 to 244, and the weekly product from 263,363 to 267,272 tons. One reason for the rather moderate expansion is found in the fact that a number of active furnaces were forced to blow-out for repairs. We notice that the "American Manufacturer & Iron World" estimates the increase for the month much larger than the "Iron Age," reporting an addition of 12,154 tons per week, to 269,032 tons. Taking, however, the "Age's" figures, and comparing with a year ago, we find that during the twelve months the number of active furnaces has increased from 187 to 244, while the weekly product has risen from 206,777 tons to 267,272 tons. In other words, production is now at the rate of 3½ million tons more a year than at this time in 1898. The "Age" shows a further decrease in stocks, which are reported 150,268 tons August 1 against 169,335 on July 1, 427,081 tons March 1, and very much larger figures at earlier dates.

Perhaps the most important event of the week was the announcement on Saturday by the Secretary of the Treasury that he had decided to resume the issue of gold certificates. With a view to make such certificates available as far as possible for meeting the demand for money for crop purposes, the Secretary directed the preparation of $10,000,000 certificates of the denomination of $20. The Treasurer of the United States promptly notified the Assistant Treasurers to receive gold coin when offered and to deliver gold certificates in exchange when demanded. As the result of the announcement above noted, the banks of this city on Monday made application at the Sub-Treasury for large amounts of the certificates, but the Assistant Treasurer was not fully prepared until the next day to meet the demand. Then, however, having received a small supply from Washington, he distributed $2,160,000 certificates to local banks and other institutions, and as promptly and as equally as possible thereafter met further requisitions. The total certificates received by the Assistant Treasurer this week has been $5,400,000, ranging from $20 to $1,000. Officers of banks who are familiar with the situation in the interior express the opinion that there will be a wide distribution of the gold certificates and that they will serve a useful purpose in meeting the requirements for money for moving the crops.

The market for money on call has been easier this week. Loans made at the Stock Exchange have been at 4 per cent and at 2½ per cent during the week, averaging about 3½ per cent. On Monday the range was from 4 per cent to 3 per cent, with the bulk of the business at 3¾ per cent. On Tuesday and on Wednesday loans were made at 4 per cent and at 2½ per cent, with the majority of the transactions at 3¾ per cent. On Thursday the range was from 3¾ per cent to 2½ per cent, with the bulk of the business at 3 per cent. On Friday loans were made at 3½ per cent and at 2½ per cent, with the majority at 3 per cent. Banks and trust companies quote 3½ per cent as the minimum, though some of the last-named institutions have loaned at 3 per cent. Time contracts are in good request, and it is reported that some money has been placed in this city during the week by Western banks at the current rate for loans on good mixed stock collateral. In such cases the funds belonging to the country bank on deposit with the New York correspondent of the bank have been checked out, thus reducing the deposit line of the correspondent. If, however, the amount so withdrawn from one bank has been deposited in another of the city banks, the operation would cause no change in the total average deposits of the banks in the week's Clearing House return. Quotations for money on time on pledge of good mixed Stock Exchange collateral are 4@4½ per cent for sixty days and 4½@5 per cent for from three to six months. One feature of the commercial paper market this week has been good buying by some of the New York banks for their correspondents in the principal Western cities, and paper has been sold to banks as far west as Omaha. The local inquiry has been moderate. The market appears to be well supplied with choice names and new paper is being made in fairly large amounts. Rates are 4¼@4¾ per cent for sixty to ninety-day endorsed bills receivable, 4½@5 per cent for prime and 5½@6 per cent for good four to six months' single names. The Canadian bankers report a movement of money hither from San Francisco this week on account of the Yukon gold which has come down from British Columbia. The drafts reported by one bank amount to about $600,000 and by another bank to nearly the same sum. The Assistant Treasurer at New York on Tuesday paid a draft for $500,000 drawn by the Superintendent of the Mint at San Francisco against the deposit of $1,000,000 which, as was noted in this column last week, had been placed by the Treasury Department to the credit of the Superintendent. It is expected that as soon as the Assistant Treasurer at San Francisco shall have received a sufficient supply of the new gold certificates the movement of gold hither from the Pacific Coast will be heavy. Banks having large correspondence report very little inquiry for money this week, and those interior banks which have applied for gold certificates have, as a rule, taken only small amounts.

The European political situation is quiet, though there was a brief spasm of excitement in London on Wednesday, due to a re-affirmation by the Cabinet of the policy of the Government regarding the position in the Transvaal. The Bank of England minimum rate of discount remains unchanged at 3½ per cent, though early in the week it was thought that there would be an advance in the rate because of the rise in the rate of discount at the Imperial Bank of Germany to 5 per cent on Monday. The cable reports discounts of sixty to ninety day bank bills in London 3⅝ per cent. The open market rate at Paris is 2¾@2⅞ per cent and at Berlin and Frankfort it is 4¼@4⅜

per cent. According to our special cable from London the Bank of England gained £303,425 bullion during the week and held £33,517,899 at the close of the week. Our correspondent further advises us that the gain was due to imports of £968,000 (of which £551,000 were bought in the open market, £291,000 were from Germany, £100,000 from Egypt, £20,000 from Austria and £6,000 from Australia), to export of £20,000 to the Argentine Republic and to shipments of £645,000, net, to the interior of Great Britain.

The tendency of the foreign exchange market was downward early in the week, influenced by offerings of near-by commercial futures and also by continued drawing of sixty-day bills in expectation of covering with cotton and grain drafts sixty or ninety days hence. On Wednesday there seemed to be a disposition to await the action of the Bank of England Governors in the matter of the official rate of discount, and the market was inactive. The tone was firmer, however, and there was an advance in rates for actual business in sight sterling on the following day in response to some inquiry for remittance. The tone for long sterling was only fairly steady, without any pressure of offerings. Gold receipts at the Custom House during the week amounted to $54,705.

The range for nominal rates for exchange on Monday was from 4 83½ to 4 84 for sixty-day and from 4 87 to 4 87½ for sight. There was a reduction on the following day, and the range thereafter was from 4 83 to 4 83½ for long, while short was uniformly quoted at 4 87. Rates for actual business opened on Monday unchanged, compared with those at the close on Friday of last week, at 4 82½@4 82¾ for long, 4 86@4 86¼ for short and 4 86¼@4 87 for cables. The market was dull and steady, but on the following day it grew weak, influenced by liberal offerings of bills, and rates for actual business were reduced one-quarter of a cent all around, to 4 82¼@4 82½ for long, 4 85¾@4 86 for short and 4 86½@4 86¾ for cables. On the following day the market was dull though firmer, and on Thursday rates for actual business in short sterling were advanced one-quarter of a cent, to 4 86@4 86¼, while those for long sterling and for cables were unaltered. The market was firm on Friday, when long sterling and cables were advanced one-quarter of a cent. The following shows daily posted rates for exchange by some of the leading drawers.

		Fri., Aug. 4.	Mon., Aug. 7.	Tues., Aug. 8.	Wed., Aug. 9.	Thur., Aug. 10.	Fri., Aug. 11.
Brown Bros.	60 days.	4 83¼	83½	83½	83½	83½	83½
	Sight	4 87	87	87	87	87	87
Baring Magoun & Co.	60 days.	4 84	84	83½	83½	83½	83½
	Sight	4 87½	87½	87	87	87	87
Bank British No. America	60 days.	4 83½	83½	83½	83½	83½	83½
	Sight	4 87	87	87	87	87	87
Bank of Montreal	60 days.	4 84	84	83½	83½	83½	83½
	Sight	4 87	87	87	87	87	87
Canadian Bank of Commerce	60 days.	4 84	84	83½	83½	83½	83½
	Sight	4 87½	87½	87	87	87	87
Heidelbach, Ickelheimer & Co.	60 days.	4 83½	83½	83½	83½	83½	83½
	Sight	4 87	87	87	87	87	87
Lazard Freres	60 days.	4 83½	83½	83	83	83	83
	Sight	4 87	87	87	87	87	87
Merchants' Bk. of Canada	60 days.	4 84	84	83½	83½	83½	83½
	Sight	4 87½	87½	87	87	87	87

The market closed firm on Friday, with rates for actual business 4 82½@4 82¾ for long, 4 86@4 86¼ for short and 4 86¼@4 87 for cables. Commercial on banks 4 82@4 82¼ and documents for payment 4 81¼@4 82½. Cotton for payment 4 81¼@4 81½, cotton for acceptance 4 82@4 82¼ and grain for payment 4 82½@4 82¾.

The following statement gives the week's movement of money to and from the interior by the New York banks.

Week Ending August 11, 1899.	Received by N. Y. Banks.	Shipped by N. Y. Banks.	Net Interior Movement.
Currency	$1,637,000	$3,026,000	Gain $1,611,000
Gold	924,000	498,000	Gain. 426,000
Total gold and legal tenders	$2,561,000	$3,524,000	Gain $2,037,000

With the Sub-Treasury operations the result is as follows:

Week Ending August 11, 1899.	Into Banks.	Out of Banks.	Net Change in Bank Holdings.
Banks interior movement, as above	$2,561,000	$3,524,000	Gain $2,037,000
Sub-Treasury operations	21,250,000	24,000,000	Gain. 250,000
Total gold and legal tenders	$29,811,000	$27,524,000	Gain $2,287,000

The following table indicates the amount of bullion in the principal European banks.

Bank of	August 10, 1899.			August 11 1898.		
	Gold.	Silver.	Total.	Gold.	Silver.	Total.
	£	£	£	£	£	£
England	33,517,899	.....	33,517,899	34,513 093		34 513 093
France	76,904,573	48,063,757	124,968,330	75,208,461	49,715,475	124,923,936
Germany*	27,416,000	14,124,000	41,540,000	28,375,000	14,566,000	42,941,000
Russia	95,420,000	5,443,000	100 863 000	110,638,000	4,539,000	115,177 000
Aust.-Hung'y	36,574,000	12,731,00	49,305,000	34,979, 00	12,614, 00	47 593,000
Spain	12,960,000	13,569 000	26,529,000	10,358 00	5,302,000	15 660,000
Italy	15,543 000	1,766,000	17,299,000	14,783,000	1,899,000	16,682,000
Netherlands	2,743,00	6,052,000	8,795 000	4,284 00	6,879, 00	11,163,000
Nat. Belg'm*	3,085 000	1,533,000	4,598,000	3,031,000	1,515 000	4,546,000
Tot. this week	364,123,472	103281757	467,415,229	316,069,554	97,049,475	413,099,029
Tot. prev. w'k	303,043,274	103647828	406,691,102	315,141,650	96,958,546	412,100,19

* The division (between gold and silver) given in our table of coin and bullion in the Bank of Germany and the Bank of Belgium is made from the best estimate we are able to obtain; in neither case is it claimed to be accurate, as those banks make no distinction in their weekly returns, merely reporting the total gold and silver, but we believe the division we make is a close approximation.

Note.—We receive the foregoing results weekly by cable, and while not all of the date given at the head of the column, they are the returns issued nearest to that date—that is the latest reported figures.

THE MONEY MARKET AND ITS RELIEF.

Our people might be well supplied with currency suggestions and gain no little help in reaching correct conclusions in such matters if they would only watch closely and so study diligently the action of current events. Take for instance the fact that the money market has this week shown an easier tendency in face of the extremely bad bank return of last Saturday. Why should our money market have been close and business interests threatened with stringency? What has caused the market to show an easier tendency?

We gave one reason for the growing stringency last week in our article on the Sub-Treasury system. That article disclosed that while we had been exporting gold the last two months the Sub-Treasury system, through large Government revenue and otherwise, had so acted as to extract from the outstanding circulation and lock up in Treasury vaults quite a number of millions of gold; this action of course reduced bank reserves and that reduction decreased the power of the banks to loan money. But even after the reduction in reserves reported Saturday, our Clearing House institutions were not at all weak; it was consequently as much a fear of further Sub-Treasury absorptions as what had been taken out of bank reserves that increased the activity of money and imparted the more stringent tone to the market which had prevailed before that return had been made public. Notice now how little was required and from what agency to check this hardening tendency in money and impart an opposite trend to the market. Government action and a reported promise of further action was the source of the relief—the same source that had previously served as the exciting cause of the quickened movement. In other words, we have a machine, and keep it in operation, built years and years ago to meet conditions that have long since become non-existent, which has the power through its natural

daily action to send a shiver all through our industrial body, and which no one but the officer in charge can cure, and he only if he is on the alert and acts quickly enough, and if the case is not an acute one.

But we do not propose to dwell upon the matter of the Sub-Treasury to-day; we did that a week ago and only refer to it because it comes in our way while explaining the easier money market prevailing this week in face of the bad bank statement. It is well enough to add, however, the expression of a hope that, inasmuch as the continuance of the system shows such a lack of perception and ingenuity and is such a reflection on the common sense of the American people, it will be superseded by some better device not long hence. The kind of relief Secretary Gage has extended to the market has been, first, his order to issue gold certificates. No one needs to be told that the issue of gold certificates cannot of itself increase the bank reserves a single dollar. No institution can get certificates without giving gold to the Treasury in an equal amount. Consequently this order to issue them relieves the pressure on the banks only in that it makes their gold more mobile. Bear in mind that the banks are not low in their gross reserves. They stood last Saturday just about the same as they were a year ago and considerably larger than they were two years ago, and yet the surplus was only $8,110,600 August 5 1899, against $39,893,000 on the same date in 1898 and $41,002,125 in 1897. It is obviously the much larger deposits on the present occasion that makes the surplus small. This feature in the condition discloses how the gold certificates, by making currency of the gold and so increasing the ease with which the gold can be moved, enlarges to some extent the power of the banks to furnish funds to move the crops. The certificates may also actually add to the bank reserves through the facility they afford for the movement of Australian, Klondike and American gold from the Pacific Coast to New York.

A report has also been current that the Government was about to transfer fifteen millions or more of its gold to the depositary banks. Although the rumor has probably had some effect on sentiment, and so on the loan market, we do not believe the report. We showed several years ago that there was no way in which the Secretary of the Treasury could put in depositary banks any of the gold in Government vaults. He could order the daily collections from the internal revenue to be so deposited and could thus reduce or thereby prevent any further increase in the surplus holdings of currency. But Customs payments must all go into the Sub-Treasury and moneys from every source, after being once deposited can not come out except as disbursements through the ordinary channels or in payment for bonds purchased. It is quite likely that Secretary Gage has determined to prevent any further enlargement of his currency holdings. If so, that course, together with his issue of gold certificates, ought, for the time being at least, in the absence of any special demand like that from Canada, to put to rest any fear of pressure on our bank reserves.

All the methods suggested above for relieving a strained money market are thoroughly artificial, being dependent upon the arbitrary action of the Government. It is natural and reasonable under these circumstances to turn to our bank-note currency to see what service it has rendered and what place it has filled in such an emergency. Bank notes, emitted as they are by institutions through which commerce acts, ought in the nature of the case to be in touch with commerce, and hence in their volume in some way and measure reflect the fluctuations in business transactions. Has our national bank currency been of any service on this occasion? The truth which the experience of these higher rates for money establishes is that instead of expanding with the business development which has been in progress since the first of January, the volume of bank notes has actually decreased during those seven months. This is a highly important fact; it again discloses, what we have so many times called attention to, the defective character of those notes. They invariably contract whenever United States bonds are selling at a high price and expand when they are selling at a low price.

To state the case in brief, the volume of national bank notes in circulation is always regulated by the market price of United States bonds and has no relation whatever to the needs of commerce. Usually United States bonds rise in value when business is buoyant and active, and with the increasing transactions currency is in demand; then it is that the tendency of the banks is to sell their bonds and withdraw their notes. On the other hand, at times of discredit and liquidation United States bonds, in company with all all other bonds, decline; then with the decreased commercial transactions there is no need for extra supplies of currency, but the tendency among banks is to buy bonds because cheap and increase the volume of outstanding notes. This truth current events have recently been teaching every observer.

*THE FUTURE MONETARY SYSTEM OF INDIA.**

MANCHESTER, Aug. 1.

Careful observation and inquiry as to the views upon the Indian currency report of influential people who think much about the subject of it lead to the conclusion that, on the whole, it has been favorably received by monometallists and bimetallists alike. The former, especially leading bankers in London, do not like the prospect of a prolonged and uncertain drain of gold to India, which would probably be the consequence of an attempt to set up there a fully automatic gold standard system. The latter, whilst sharing the same aversion, are either dubious as to the attainment of such an end, or are opposed to it, even if it could be accomplished, because it might shut the door permanently to a future international arrangement on the basis of the joint standard.

The report, issued rather more than a fortnight ago, does indeed recommend a gold standard for India, but without a self-acting gold currency. The sovereign is to be legal tender as well as the rupee, at the rate of 15 rupees to the sovereign, or pound sterling. The Indian mints are to be open to the coinage of gold to all comers. But rupees are to be minted only at the discretion of the Government of India. Whenever it may be found desirable to adopt this latter course, the profit is to be set aside as a special reserve, in gold, for the purpose of maintaining, in case of need, the mutual convertibility of

* Communicated by our Special Correspondent at Manchester.

rupees and sovereigns. But the convertibility contemplated is for the present to be of an extremely limited nature. The Government is to be liable, at all times, to give rupees in exchange for gold. Yet there is to be no obligation to give gold for rupees. Indeed the only contingencies mentioned in which gold may be paid out by the Government are a threatened fall of the exchange on England to below specie point, and the accumulation of a gold reserve so ample that some of it may be safely used in discharging the obligations of the Treasury in India. This limitation lessens greatly, of course, the amount of gold which is likely to be withdrawn from the world's stock for Indian monetary purposes.

But the question arises, Will the scheme work successfully? The committee anticipates, with some confidence, that it will. Its confidence rests, in the first place, upon the experience of France and the United States, in both of which countries a large body of silver coin has long been kept at an unbroken par with gold. It is admitted, indeed, that the case of India differs from these two, inasmuch as the amount and the proportion of the silver coin to be upheld are vastly and indefinitely greater in India than in either France or the United States. It is acknowledged, too, that not only is the actual circulation of rupees an unknown quantity, but also that there is a further unknown amount of them hoarded which might, under certain conditions, be brought into the stock of silver coin in use.

If then the precedents referred to were all that could be adduced in support of the scheme recommended by the committee, they would have to be pronounced a rather infirm foundation. But the committee points, secondly, to the experience gained in India itself since the closing of the mints to the coinage of silver in June 1893. The report says: "The demand for rupee currency increases every year. There is no evidence that large quantities of rupees that were formerly hoarded have been thrown into circulation since the mints were closed. The exchange has steadily risen since 1894-5, and the rupee is now actually exchangeable for gold at the rate of 1s.4d. [15 rupees to the £], while the demand for additional currency has been so great that over £2,370,000 in gold has been paid into the Indian Treasury for the purchase of silver rupees." The important admission follows, however, that "The forces which affect the gold value of the rupee are complicated and obscure in their mode of operation, and we are unable, therefore, to say positively that the mere [continued] closing of the mints to silver will in practice lead to such a limitation of the rupee currency, relatively to the demands for it, as will make the rupee permanently exchangeable for gold at a fixed rate. But we have no hesitation in repeating the opinion that the experience of the last few years, so far as it goes, indicates that this result is attainable—if, indeed, it has not already been attained."

It is interesting at this point to notice the changes in the sterling value of the rupee since, and for some years before, the mints were closed, in June 1893. The following table presents in pence the average rate per rupee at which the sight bills of the India Office and telegraph transfers on the Indian treasuries have been sold in London in each year ending 31st March since 1871-2.

LONDON PROMPT RATES OF EXCHANGE ON INDIA.

	Per rupee. d.		Per rupee d.
1872-73	22·754	1886-87	17·441
1873-74	22·351	1887-88	16·898
1874-75	22·156	1888-89	16·379
1875-76	21·626	1889-90	16·566
1876-77	20·508	1890-91	18·089
1877-78	20·791	1891-92	16·733
1878-79	19·794	1892-93	14·985
1879-80	19·961	1893-94	14·547
1880-81	19·956	1894-95	13·101
1881-82	19·895	1895-96	13·638
1882-83	19·525	1896-97	14·451
1883-84	19·536	1897-98	15·354
1884-85	19·308	1898-99	15·978
1885-86	18·254		

At first sight the course of the exchange since 1893, here shown, does not seem to encourage anything like a confident expectation that the rupee can hereafter be held up to the adopted par of 16d. It must be observed, however, that several circumstances tended powerfully to depress the exchange for a couple of years after the closing of the mints. In the first place there came the cessation of purchases of silver by the American Treasury. Next there occurred a very considerable return to India, from East Africa and elsewhere, of rupees which had long been filtering outward. The first of these occurrences brought about a heavy fall in the gold price of silver, which tended to depress the value of the rupee, and the second went far towards nullifying for a time the effect of the cessation of the coinage of rupees. Then, too, in 1894-5 there was an important increase in the imports of cotton goods into India, due to previous scanty supplies, and in 1893-4 a check to the progress of exports from India. But the steady upward movement of the exchange since 1895-6 toward the contemplated par of 16d, and its practical maintenance thereat—the average of 1898-9 having been 15·978d—support the anticipations of the committee as to the preservation of the par in future.

On the other hand it is to be remembered that the struggle to raise the exchange during the last six years has been aided by large borrowings of the Indian Government in gold in London, in order to discharge the obligations of that Government on this side and so to dispense, from time to time, with the necessity of selling drafts on the Indian treasuries in England. It is clear that the indefinite repetition of temporary expedients of this kind in the future would be, to say the least, open to grave objection. The committee, as a whole, does not say anything against the future use of this method, although it is not commended, but three of the eleven members who sign the report join in adding a note emphatically condemning the policy of borrowing for the purpose of acquiring gold and keeping up the rate of exchange.

A further consideration should be borne in mind in estimating the chances of success in the course recommended by the committee. The exports of Indian produce and manufactures reached, in 1898-99, the unprecedented sum of Rx120,000,000 ($389,000,000), exceeding by Rx30,000,000 ($97,250,000) the total amount of the imports. It is impossible to doubt that this excess of exports was a powerful contributory means of securing an average rate of exchange during the year so high as 15·978d. per rupee.

There is, however, no disposition to criticise adversely the conclusion of the committee that there are reasonable grounds for anticipationg in future a rate of exchange not varying greatly from the par of 16d. per rupee. Practically the report recommends a continuance of the present policy plus the declaration of the sovereign as legal tender in India at the

fixed ratio just named. There can be very little doubt that the course suggested will be followed. A distinct declaration to this effect will undoubtedly lay to rest much doubt and uncertainty which have long been detrimental to the interests of India as well as to the trade with that country. In particular it should encourage the investment of English capital there to a much larger extent than in recent years. The necessary confidence may not come all at once, but it is sure to grow with every year of successful experience of the system commended by the Indian Currency Committee.

CHESAPEAKE & OHIO'S REPORT.

The Chesapeake & Ohio annual report is the first one to reach us covering the year ending June 30 1899. It at the same time presents results which it is safe to say (in advance of the receipt of the reports of other large companies for this period) are more striking and more remarkable, for reasons presently to appear, than those likely to be disclosed by any other system of any considerable size. On the first point, the fact that the report is issued within forty days after the close of the period to which it relates is sufficient evidence of the promptitude with which the returns are compiled. The report, too, contains an extensive mass of statistics bearing on the year's operations, and is not a mere resumé of a few leading items in the accounts.

As to the operating achievements, they have now reached a point which but a few years ago would have been deemed impossible. We have often directed attention in reviewing the annual reports since the present management succeeded to control to the efforts making to increase the company's train-load (with the view to bringing the cost of transportation service down to a minimum and enable a profit to be made at rates which would be practically prohibitory anywhere else) and to the great success attending these efforts. A year ago, when it was found that the average train-load had got up to the remarkable total of 379 tons, it was thought that the limit of attainment in this respect must have been reached for the time being. But the further progress made in the late year is more noteworthy than anything previously done. At one bound 46 tons has been added to the road's previously unexceled record of 379 tons, and for the twelve months recently closed the management report an average train-load of 425 tons.

We need hardly say that among systems of the same size this record is a unique one, and it attests the economy and efficiency with which the property is being administered. To indicate the significance of the further increase in the train-load in the late year, it is only necessary to say that with a freight traffic movement substantially the same as in 1897 8 (the number of tons transported having been a little larger at 8,130,661 tons against 7,806,914 tons, and the tons one mile a trifle smaller at 2,506 millions against 2,513 millions) there was a saving of roughly three-quarters of a million miles in the number of miles run by the freight trains, this mileage being reported only 5,891,825 miles for 1898-9 against 6,638,207 miles for 1897-8. How marvelously and how uninterruptedly the road has added to its train-load during the last seven years is shown in the following.

AVERAGE TRAIN-LOAD OF CHESAPEAKE & OHIO.

	1899.	1898.	1897.	1896.	1895.	1894.	1893.	1892.
Tons	425	379	352	325	315	301	282	259

Thus in the seven years since 1892 the train-load has been enlarged from 259 tons to 425 tons. We have no statistics on this point concerning the Pennsylvania Railroad, but so far as we have reports from the various other companies we know of no large system which can equal this achievement of a train-load of 425 tons. Data are not yet available in any case for the year ending June 30 1899. For the year ending June 30 1898 the Norfolk & Western, whose traffic is closely similar to that of the Chesapeake & Ohio, had an average train-load of 355 tons; the New York Central in the same year averaged 299 tons, the Erie 300 tons, the Baltimore & Ohio 314 tons, the Great Northern 316 tons, while the Lake Shore for the calendar year 1898 had an average of 352 tons. Of course these comparisons are in a measure imperfect, since the traffic conditions on some of the systems are so totally different from those prevailing on the Chesapeake & Ohio, and yet such comparisons serve to emphasize how wholly exceptional is the achievement of the latter road. In tabular form the figures are as follows.

AVERAGE TRAIN-LOADS.

Chesapeake & Ohio (year ending June 30 1899)	425 tons
Norfolk & Western (year ending June 30 1898)	355 tons
Lake Shore (year ending December 31 1898)	352 tons
New York Central (year ending June 30 1898)	299 tons
Great Northern (year ending June 30 1898)	316 tons
Erie (year ending June 30 1898)	300 tons
Baltimore & Ohio (year ending June 30 1898)	314 tons

In other particulars the results for the Chesapeake & Ohio are no less noteworthy. For instance, the average rate realized by the road on its freight traffic again declined, and now is only 3·62 mills per ton per mile. We believe it was Mr. C. P. Huntington who said very many years ago, when railroad transportation was still in its infancy, that one could make money in moving freight at even half a cent (five mills) a ton a mile, provided one could get traffic enough. This was before a half-a-cent rate had ye become common—when indeed such a rate was looked forward to with dread, as meaning general bankruptcy. The Chesapeake & Ohio now makes a profit we see in carrying freight at only 3⅝ mills per ton mile. On coal moved to the seaboard it realized indeed in the late year but 2 21 mills per ton mile, so that it was necessary to transport four and a-half tons of freight a mile in order to earn a cent! The report points out that the road was able to make a profit upon the seaboard coal at that figure only by reason of the fact that 80 per cent of the haul was in favor of this traffic. President Melville E. Ingalls states that it was the policy of the company during the late year not to solicit certain through business upon which the rates had been reduced to a figure at which it was not profitable to carry it when the cars could not be loaded back. In illustration, he points to the decrease of 7,965,543 bushels in the amount of grain carried to Newport News. As a matter of fact the improvement in earnings in the late year did not come from the freight department, but from the passenger department, where the revival of industrial activity was reflected in an addition of $467,189 to the passenger receipts. The freight earnings declined $200,120. The following shows the course of freight rates since 1892.

AVERAGE RATE PER TON PER MILE.

	1899. Mills.	1898 Mills.	1897. Mills.	1896. Mills.	1895. Mills.	1894. Mills.	1893. Mills.	1892. Mills.
Coal—seaboard	2·21	2·59	2·97	2·53	2·93	3·20	3·27	3·44
" elsewhere	3·55	3·33	3·80	3·84	3·86	4·43	4·56	4·79
Other than coal	4·37	4·37	4·75	5·39	5·26	5·66	6·43	6·39
All freight	3·62	3·70	4·19	4·26	4·25	4·78	5·11	5·36

The averages in 1892 were low enough, but since then it will be observed there has been a further shrinkage of one-third. Had not economy in operations been brought to the present advanced stage, as evidenced by the great increase in the train load, every one knows that the enterprise must have proved a failure. As it is, the company's freight trains are now earning a larger revenue per mile run than before. This is the surest proof and test of the success of the methods practiced. Here is the record of the freight train results:

EARNINGS OF FREIGHT TRAINS.

	1899.	1898.	1897.	1896.	1895.	1894.	1893.	1892.
Per mile run.	$1·538	$1·395	$1·476	$1·383	$1·336	$1·437	$1·447	$1·387

Thus, in 1892, when the freight rate was 5⅓ mills per ton mile, the trains earned only $1·387 per mile run, but in 1899, with an average rate of but 3·62 mills, the trains were made to earn $1·538 per mile run.

With such results before us we are prepared for the statement that the late year's gross and net earnings were both the largest in the company's history—the gross being slightly in excess of a million dollars a month and the net for the year being almost $4,000,000. Furthermore, the surplus remaining over and above the year's charges has taken a further upward turn, being for the late twelve months $706,131, against $618,509 for the twelve months preceding and but $302,542 for the year ending June 30 1897. It is significant how this item has been steadily growing, not by accumulation, for in these comparisons every year stands by itself, but through improvement in revenues and increased economies in operating. Since 1893 the comparison as to yearly surplus has been.

1899	$706,131	1896	$147,341
1898	618,509	1895	18,706
1897	302,542	1894	14,060

It only remains to add that this surplus of $706,131 has been obtained not only on an average freight rate of no more than 3§ mills per ton per mile, but after charging *all* expenditures for additions and betterments, of whatever nature, to operating expenses.

The management take a pardonable pride in this gratifying showing. Mr. Ingalls, in noting that it is ten years since the present management published its first report, points to some of the evidences of progress in this interval. "The double track reported at that time was 8·3 miles; it has now increased to 98·2 miles. The sidings were reported in that year 262·3 miles, and are now 497·4 miles. The equipment has increased from 211 locomotives to 355, from 139 passenger cars to 212, and from 9,909 freight cars to 16,022. The gross earnings have increased from $5,290,000 to $12,009,839; the net earnings from $1,025,000 to $3,932,455. In the same time the fixed charges of the company have increased from $1,700,000 to $3,133,097. The capital stock, however, has been reduced from $71,000,000 to $60,536,400. The physical condition of the property to day and ten years ago is beyond compare. The train-load of freight trains has doubled. The tonnage capacity of the freight cars has increased from 214,299 tons to 431,270 tons. The 50-lb., 56-lb. and 62-lb. rails in the main track have been replaced by 75-lb. and 100-lb. rails, and practically all of the bridges have been rebuilt." The record is an interesting as well as a creditable one.

RAILROAD GROSS EARNINGS FOR JULY.

Our July statement of railroad gross earnings ranks among the very best monthly exhibits we have ever presented. The improvement is very large, whether the ratio or the amount of gain be considered. The increase reaches altogether over 7½ million dollars—$7,637,625, or in excess of 17 per cent. Moreover, the gains are general, 102 out of the 116 roads reporting contributing to them, leaving only 14 roads which are obliged to report decreases. We would have to go back to November 1897, when comparison was with the very depressed month of the Presidential election in 1896, to find any improvement of such magnitude and ratio.

These results are not surprising when we consider that most of the conditions affecting traffic and earnings were favorable the present year. Yet they were not *all* favorable. For instance, in Colorado the ore smelters' strike continued, while Southern roads missed the advantage they had last year from the movement of U. S. troops in connection with the war with Spain. Special circumstances also affected adversely special roads, the Buffalo Rochester & Pittsburg, for example, suffering from a strike of the coal miners along its lines. However, all the leading conditions tended to swell traffic and earnings. The grain movement in the West the present year was of extraordinary magnitude, while on the other hand last year it was of unusually small proportions (it being the period succeeding the collapse of the Leiter wheat corner), thus making a very striking contrast. This was supplemented by the advantages resulting from the activity and prosperity of trade. These advantages were two-fold. First they gave an enlarged volume of general and miscellaneous freight, the class of tonnage yielding the most profit to the roads; then the passenger traffic was added to in many cases. In illustration we may note that of the Northern Pacific's increase of $357,618 in gross earnings for the month, $73,503 came from the passenger department; and $50,754 of the Cleveland Cincinnati Chicago & St. Louis's increase of $106,100 was derived in the same way.

Again, rates, though not altogether satisfactory, particularly in the case of grain over the trunk lines, were on the whole well maintained. The cotton movement in the South and the live-stock movement in the West were also heavier than the corresponding movements in July 1898. It must be remembered, likewise, that we are comparing with a rather indifferent exhibit of earnings a year ago, our statement then having recorded only a comparatively small increase. This, however, followed continuous increases in all the years preceding back to 1894. The totals for the last five years are brought together in the following.

	Mileage.		Earnings.		Increase or Decrease.
	Year Given.	Year Preceding.	Year Given.	Year Preceding.	
July.	Miles	Miles	$	$	$
1895 (123 roads)	98,433	98,141	38,912,839	33,555,253	Inc. 5,357,586
1896 (131 roads)	97,851	96,571	41,617,094	40,007,082	Inc. 1,610,012
1897 (127 roads)	100,859	99,445	44,954,350	42,748,940	Inc. 2,205,410
1898 (132 roads)	95,586	95 061	41,432,712	40,709,245	Inc. 723,467
1899 (116 roads)	99,281	98,160	52,1[illegible]4,483	44,54[illegible]61	Inc. 7,637,625
Jan. 1 to July 31.					
1895 (118 roads)	97,314	97,022	260,087,246	248,381,693	Inc. 11,705,553
1896 (126 roads)	93,076	94,296	266,648,160	250,354,317	Inc. 16,293,843
1897 (125 roads)	100,302	98,888	289,501,390	284,508,189	Inc. 4,993,201
1898 (131 roads)	95,564	95,039	292,883,784	263,060,290	Inc. 29,823,444
1899 (113 roads)	98,905	97,784	339,364,294	314,287,353	Inc. 25,076,941

With reference to the grain movement in the West, the receipts of wheat at the Western primary markets for the four weeks ending July 29 were 20¼ million

bushels, against 8½ million bushels in the corresponding four weeks in 1898, of corn 21¾ millions against 9¾ millions, and of oats 12½ millions against 7⅝ millions. Altogether, taking the cereals mentioned and adding barley and rye, the receipts were 55,316,376 bushels in 1899 against but 26,555,232 bushels in 1898, besides which the deliveries of flour were 1,296,199 bbls. against 708,464 bbls. Full details of the Western grain movement appear in the following table given in our usual form.

RECEIPTS OF FLOUR AND GRAIN FOR FOUR WEEKS ENDING JULY 29 AND SINCE JANUARY 1.

	Flour. (bbls.)	Wheat. (bush.)	Corn. (bush.)	Oats. (bush.)	Barley. (bush.)	Rye. (bush.)
Chicago—						
4 wks. July, 1899	355,836	2,894,315	13,877,686	8,151,775	264,610	115,137
4 wks. July, 1898	182,694	970,623	6,537,951	5,043,819	138,100	153,412
Since Jan. 1, 1899	3,087,296	14,894,056	74,025,702	57,330,256	5,178,839	1,590,311
Since Jan. 1, 1898	2,644,379	12,704,150	70,464,943	55,097,307	6,274,856	1,464,392
Milwaukee—						
4 wks. July, 1899	244,395	799,400	895,950	1,161,600	261,800	60,900
4 wks. July, 1898	117,730	332,045	477,100	504,000	40,800	51 000
Since Jan. 1, 1899	1,375,350	5,536,481	4,489,100	8,135,700	3,072,521	868,912
Since Jan. 1, 1898	1,366,420	4,225,812	4,629,950	5,831,000	4,101,510	889,920
St. Louis—						
4 wks. July, 1899	79,740	1,791,609	2,056,540	835,720	.....	5,619
4 wks. July, 1898	76,695	1,100,877	360,000	420,245	3,750	2,035
Since Jan. 1, 1899	721,190	4,569,564	12,128,830	6,418,420	319,500	198,013
Since Jan. 1, 1898	722,695	3,707,558	16,991,465	5,390,880	580,664	398,114
Toledo—						
4 wks. July, 1899	55,783	3,891,578	1,172,790	201,403	80,000	48,515
4 wks. July, 1898	3,413	2,452,915	344,712	34,550	.....	16,601
Since Jan. 1, 1899	392,735	8,685,715	9,144,397	1,560,979	476,500	664,416
Since Jan. 1, 1898	25,309	8,245,359	6,302,956	1,512,415	.....	190,086
Detroit—						
4 wks. July, 1899	23,317	224,786	150,745	76,978	3,500	8,480
4 wks. July, 1898	12,350	372,917	130,762	91,844	.....	14,641
Since Jan. 1, 1899	132,515	1,708,012	1,719,608	589,860	114,633	133,419
Since Jan. 1, 1898	123,855	1,608,522	1,304,242	880,073	487,136	284,659
Cleveland—						
4 wks. July, 1899	.....	551,471	474,922	484,173	.....	.....
4 wks. July, 1898	.....	271,979	460,899	442,191	.....	.....
Since Jan. 1, 1899	.....	2,037,788	3,987,185	3,719,998	.....	.....
Since Jan. 1, 1898	58,998	1,714,931	5,541,531	3,245,542	.....	.....
Peoria—						
4 wks. July, 1899	34,700	29,250	1,676,550	699,200	13,500	7,250
4 wks. July, 1898	23,410	58,450	447,100	591,550	8,600	3,000
Since Jan. 1, 1899	211,700	262,300	9,937,450	4,805,700	601,200	71,500
Since Jan. 1, 1898	220,370	270,650	5,464,900	5,226,800	794,950	70,100
Duluth—						
4 wks. July, 1899	490,475	4,444,287	476,768	47,429	59,967	40,793
4 wks. July, 1898	268,145	303,850	372,446	23,278	9,471	44,104
Since Jan. 1, 1899	1,779,395	29,101,694	6,224,036	2,730,523	894,134	495,014
Since Jan. 1, 1898	1,462,370	11,388,124	2,582,120	3,024,761	267,534	1,037,028
Minneapolis—						
4 wks. July, 1899	11,963	4,806,220	331,190	520,910	.....	.....
4 wks. July, 1898	4,037	1,107,720	254,940	302,260	.....	.....
Since Jan. 1, 1899	101,041	44,394,966	5,555,320	6,578,700	10,800	3 900
Since Jan. 1, 1898	95,701	26,416,300	1,078,980	4,339,956	.....	.....
Kansas City—						
4 wks. July, 1899	.....	1,270,000	744,000	156,000	.....	.....
4 wks. July, 1898	.....	1,547,000	495,000	216,000	.....	.....
Since Jan. 1, 1899	.....	9,526,450	4,758,250	1,305,000	.....	.....
Since Jan. 1, 1898	.....	7,622,000	7,964,300	2,076,000	.....	.....
Total of all—						
4 wks. July, 1899	1,296,199	20,202,856	21,887,536	12,305,813	683,577	284,794
4 wks. July, 1898	708,464	8,518,891	9,580,960	7,689,737	200,721	285,393
Since Jan. 1, 1899	7,801,222	113,768,926	131,909,828	93,505,130	10,162,133	2,965,479
Since Jan. 1, 1898	6,725,947	77,373,306	127,300,376	87,791,381	12,5[illegible]6,644	4,335,599

One significant fact is disclosed on an examination of the wheat figures. It will be observed that at a number of the winter-wheat points, like Detroit, Peoria and Kansas City, the wheat receipts were smaller than last year instead of larger. This suggests that the winter-wheat deliveries were in many sections below those of a year ago. That view is confirmed when we analyze the Chicago figures and find that the heavy deliveries were due entirely to the large amounts of spring-wheat brought in. The shipments of winter-wheat into Chicago fell off materially. This is evident from the fact that the inspection of winter-wheat for the even month at that point comprised only 1,034 car loads against 1,782 car loads in 1898, while the inspection of spring-wheat covered 1,940 cars against but 71 cars. The details of the grain movement at Chicago for the even month are appended, the same statement also showing the receipts of live stock and provisions.

RECEIPTS AT CHICAGO DURING JULY AND SINCE JANUARY 1.

	July.			Since January 1.		
	1899.	1898.	1897.	1899.	1898.	1897.
Wheat..bush	2 563,438	976,228	796,769	14,957,189	12,694,150	2,794,977
Corn...bush	15,084,386	6,949,951	10,762,264	74,475,702	71,464,443	46,467,671
Oats...bush	9,280,755	5,339,819	9,149,650	57,999,590	55,094,307	56,178,494
Rye...bush	122,208	156,912	180,534	1,597,382	1,464,393	870,552
Barley.bush	285,000	147,875	320 950	5,186,204	6,273,876	6,656,325
Total grain	27,385,847	13,570,785	21,210,167	154,219,067	146,990,168	112,968,019
Flour.. bbls.	387,503	190,852	206,311	3,103,233	2,644,379	1,422,108
Pork....bbls	142	652	3	950	1,998	1,052
Cut m'ts.lbs	20,272,596	16,996,890	16,456,339	122,296,951	141,428,329	90,086,571
Lard.....lbs	9,156,407	5,053,239	4,953,646	46,121,194	47,966,961	33,797,215
Live hogsN	703,148	645,768	601,688	5,247,930	4,969,588	4,698 740

It will be observed that the provisions movement was generally heavier than a year ago, while the deliveries of live hogs comprised 703,146 head against 645,768 head. The live-stock movement as a whole, it is proper to say, records receipts of 21,918 car loads in July 1899, against 20,338 car loads in July 1898.

As concerns the cotton movement in the South, the shipments overland were 57,772 bales for the month in 1899 against 37,192 bales in 1898. The receipts at the Southern outports were 56,373 bales against 34,858 bales, as per the following.

RECEIPTS OF COTTON AT SOUTHERN PORTS IN JULY AND FROM JANUARY 1 TO JULY 31, IN 1899, 1898 AND 1897.

Ports.	July.			Since January 1.		
	1899.	1898.	1897.	1899.	1898.	1897.
Galveston.....bales	2,374	7,331	1,981	506,138	531,619	297,070
Texas City, &c.....	... ..	37	.....	29,279	43,039	43,967
New Orleans.....	24,811	12,705	4,162	832,656	1,147,210	586,914
Mobile.....	1,049	720	137	64,633	135,346	89,566
Florida.....	12,028	1,732	.....	119,212	61,227	40,939
Savannah.....	4,322	1,939	1,113	259,800	327,234	221,197
Brunswick, &c.....	1,296	476	.....	67,424	128,445	49,770
Charleston.....	2,402	694	115	59,074	101,649	81,676
Port Royal, &c.....	89	3	.....	3,991	26,143	26,753
Wilmington.....	184	80	144	22,106	52,245	29,490
Washington, &c	.....	.....	.....	242	386	169
Norfolk.....	6,021	8,626	684	225,960	159,040	143,073
Newport News, &c.....	1,196	515	328	15,843	15,182	7,417
Total.....	56,373	34,858	8,669	2,206,338	2,728,765	1,618,331

Among the separate roads the New York Central appropriately leads, its increase for this one month exceeding a million dollars. The operations of the recently-acquired Fall Brook system are included for this year, but not for last year. This, however, will account for only $132,571 of the increase, leaving an improvement of $882,087 on the same basis of mileage in the two years. Last year in this month the road suffered a decrease of $334,033. Next in amount of gain after the New York Central comes the Milwaukee & St. Paul with an increase of $849,185, $178,202 of this being a recovery of what was lost last year. But while very naturally the grain-carrying roads have the heaviest amounts of increase, the improvement is general and shared in by all classes of roads, as will appear by the following, giving all changes in excess of $30,000, whether gains or losses. The losses for that amount comprise simply the Buffalo Rochester & Pittsburg, which suffered from a strike, and the Florida Central & Peninsular, which last year derived large extra earnings from the movement of United States troops.

PRINCIPAL CHANGES IN GROSS EARNINGS IN JULY.

Increases.		Increases.	
N. Y. Central	$1,014,659	Dul. So. Sh. & Atlantic.	$64,513
Chic. Mil. & St. Paul	849,185	Chicago & East Illinois	59,593
Great Northern System	417,938	Iowa Central	59,268
Mexican Central	374,174	St. Louis Southwestern	58,900
Northern Pacific	357,618	Elgin Joliet & East	54,843
Baltimore & Ohio	327,858	Balt. & Ohio So'west'n.	53,017
Canadian Pacific	315,437	Inter-Oceanic*	52,550
Illinois Central	300,333	Mexican National	49,183
Louisville & Nashville	299,913	St. Joseph & Gr. Island	44,624
Grand Trunk System	244,519	Chic. Ind'lis. & Louisv.	44,043
Wabash	193,972	Oregon RR. & Naviga'n	43,813
Norfolk & Western	157,295	Peoria & Eastern	43,074
Missouri Pacific	143,556	Pittsb'g & West'n Sys.	40,811
Mobile & Ohio	137,359	Int. & Great Northern.	39,596
Mo. Kansas & Texas	119,208	Flint & Pere Marquette	39,344
Hocking Valley	108,082	Wheeling & Lake Erie.	35,899
Clev. Cin. Chic. & St. L.	106,100	St. Paul & Duluth	35,113
S uthern Railway	104,128	St. Louis & San Fran	34,896
Minn. St. P. & S. S. M.	96,583	Ala. N.O.& Tex.Pac.Sys.	33,880
Burl. Ced Rap. & Nor.	93,518	Rio Grande Western*	30,900
Chesapeake & Ohio	89,090		
Texas & Pacific	84,629	Total (representing 58 roads)	$7,437,859
Chicago Great Western	81,420		
Wisconsin Central	79,045	**Decreases.**	
Pitts. Bess. & Lake Erie	78,262	Buffalo Roch. & Pitts.	$72,077
West N. Y. & Penn	74,478	Florida Cent. & Penin.	52,715
Minn. & St. Louis	70,887		
Kan.C. Ft.S. & Memphis	69,686	Total (representing 2 roads)	$124,792
Lake Erie & Western	68,785		
N. Y. Ont. & Western	65,079		

* For three weeks only.

In the tables which follow we furnish six-year comparisons for the leading roads, arranged in groups. The Northwestern group makes the best showing be-

cause of the heavy spring-wheat movement. In the Southwestern group the Denver & Rio Grande records only a small decrease, notwithstanding the ore smelters' strike.

EARNINGS OF SOUTHWESTERN GROUP.

July.	1899.	1898.	1897.	1896.	1895.	1894.
	$	$	$	$	$	$
Col. Midland	147,811	140,953	153,332	137,903	142,475	.....
Den. & Rio Gr	676,400	687,000	698,376	622,437	643,589	432,561
Ft. W. & D. C.	114 614	99,605	97,633	68,148	75,148	87,926
Int. & Gt. No.	†255,998	†216,400	†219,287	†230,235	205,556	202,518
K.C.F.S.& M.	a365,033	a295,347	370,325	366,286	334,208	242,918
Mo. K. & Tex	872,013	752,605	807,918	807,069	750,271	746,890
Mo.P.&Ir.Mt	2,249,000	2,100,444	2,010,970	1,861,365	1,744,435	1,497,861
R. Gr. West	*300,300	269,400	206,795	206,274	208,674	148,049
St. L. & S. Fr.	558,149	523,253	528,406	469,069	473,345	440,443
St.L. Southw	428,100	369,200	334,713	340,513	321,298	275,793
Texas & Pac	564,478	479,849	466,528	412,174	402,130	446,559
Total.....	6,531,894	5,934,256	5,994,284	5,541,563	5,301,145	.....

a Figures here for 1899 and 1898 are simply the totals of the earnings for the four weeks of the month as reported in the weekly returns; the month's earnings usually exceed the weekly estimates quite considerably.
† Galveston Houston & Henderson not included for these years.
* Fourth week of July not reported; taken same as last year.

EARNINGS OF NORTHWESTERN AND NORTH PACIFIC GROUP.

July.	1899.	1898.	1897.	1896.	1895.	1894.
	$	$	$	$	$	$
Sur.Cod.R.& No	393,704	300,189	316,170	316,184	292,857	223,862
Canadian Pacific.	2,367,000	2,051,363	2,107,002	1,803,575	1,543,544	1,517,609
Chic. Gt. West	472,546	391,126	382,506	334,067	333,457	223,156
Chic. Mil. & St. P..	3,384,476	2,535,291	2,713,393	2,546,227	2,289,241	1,779,226
Duluth S.S.& Atl	238,438	173,925	169,411	194,996	164,547	185,468
Great Northern..	2,266,031	1,948,092	1,778,819	1,700,711	1,421,417	1,361,557
Iowa Central....	144,654	135,386	134,421	121,688	123,496	120,748
Minn.& St. Louis	221,569	150,682	179,487	157,638	152,466	112,332
M. St. P. & S. S. M.	287,865	241,282	329,493	311,472	224,068	.....
Northern Pacific	*2,377,578	*2,019,96	1,840,361	1,708,604	1,495,378	765,514
St. Jos. & Gr. Isl.	125,592	80,968	84,379	58,471	43,282	55,553
St. Paul & Duluth	161,573	126,460	126,184	133,130	138,889	123,612
Wisconsin Cent'l.	485,813	406,795	422,405	428,995	434,507	270,454
Total.....	13,077,368	10,511,516	10,591,031	9,815,159	8,667,555	.....

* Includes proprietary lines in these years.

EARNINGS OF MIDDLE AND MIDDLE WESTERN ROADS.

July.	1899.	1898.	1897.	1896.	1895.	1894.
	$	$	$	$	$	$
Ann Arbor.....	120,384	103,867	100,414	104,182	99,208	82,219
Buff.Roch. & Pitt	264,167	336,244	326,557	313,327	291,719	271,151
Chicago & East Ill.	380,601	321,108	273,876	309,231	312,576	218,094
Chic.Ind & Louisv.	330,202	286,159	303,294	252,849	239,158	220,170
Chic.& West Mich.	a169,181	a141,987	134,552	143,976	148,123	122,792
Det.G.Rap.&West.	a126,021	a104,425	100,046	106,032	98,701	84,457
Elgin Jol. & East..	153,657	96,814	90,550	95,739	52,039	62,574
Evansv.& Terre H.	113,461	99,532	109,500	88,728	93,244	76,754
Flint & P. Marq....	259,502	220,158	215,367	204,781	211,451	180,505
Hocking Valley...	302,063	193,981	155,986	206,276	238,148	220,546
Illinois Centra ‡...	2,352,407	2,052,074	1,984,075	1,638,624	1,604,651	1,324,283
Lake Erie & West.	329,330	263,545	270,540	276,853	280,987	275,942
Long Island.....	563,542	535,999	525,926	513,666	516,194	512,639
Lou.Evans.& St.L.	147,361	125,591	124,524	124,160	111,260	106,652
N. Y. Ont. & West.	414,966	349,887	407,986	296,822	263,444	360,781
Pittsb'g & West'n.	299,152	258,221	277,667	285,019	292,367	190,085
Tol. & Ohio Cent..	159,328	144,289	118,874	107,451	177,984	169,886
Tol. Peo. & West..	86,358	71,304	69,800	76,912	76,393	70,561
Tol. St. L. & K. C..	174,291	157,738	182,937	185,506	158,894	124,299
West. N. Y. & Pa..	321,900	257,322	278,229	275,979	309,306	309,050
Wheel. & L. Erie..	149,065	113,166	71,451	126,539	134,125	99,659
Total.....	7,225,823	6,255,410	6,119,451	5,892,055	5,879,812	5,131,049

a Figures here for 1899 and 1898 are simply the totals of the earnings for the four weeks of the month as reported in the weekly returns; the month's earnings usually exceed the weekly estimates quite considerably.
‡ Includes the operations of the St. Louis Alton & Terre Haute for all the years, but the Chesapeake Ohio & Southwestern and Ohio Valley and Chicago & Texas for 1899 and 1898 only. Results on Yazoo Branch are not included for 1899.

EARNINGS OF SOUTHERN GROUP.

July.	1899.	1898.	1897.	1896.	1895.	1894.
	$	$	$	$	$	$
Alabama Gt. So.	154,038	133,857	131,911	124,071	126,867	100,000
Cent. of Georgia.	422,220	449,625	359,149	362,654	399,150	346,491
Chesap. & Ohio.	1,050,679	961,589	957,709	840,658	736,041	809,452
Cin.N.O. & Tex.P.	399,882	400,539	319,602	278,744	321,948	263,000
Georgia.....	108,996	115,844	100,492	93,058	86,837	82,309
Kan.C.Mem.&Bir.	a92,302	a84,500	74,311	88,103	77,847	73,061
Louisv. & Nashv	2,127,580	1,827,667	1,795,457	1,627,601	1,682,948	1,428,503
Mobile & Ohio...	478,505	341,146	299,144	268,251	245,257	209,086
Nash.Chat.& St.L	†549,531	549,531	480,277	418,662	375,585	350,674
Norfolk & West.b	988,220	†830,925	892,401	882,721	763,349	843,082
Southern Ry...	c2,221,467	c2,117,339	1,607,674	142,367	1,486,436	1,318,123
Memphis Div.				90,883	91,121	86,673
Total...	8,593,420	7,912,562	7,011,126	6,493,503	6,437,835	5,910,854

a Figures here for 1899 and 1898 are simply the totals of the earnings for the four weeks of the month as reported in the weekly returns; the month's earnings usually exceed the weekly estimates quite considerably.
b Including Scioto Valley & New England and Shenandoah Valley for all the years.
c These figures include results on South Carolina & Georgia, Mobile & Birmingham and 161 miles of Atlantic & Yadkin.
‡ Figures are approximate same as for 1899; actual earnings were larger.
† July, 1899, not reported; taken same as 1898.

EARNINGS OF TRUNK LINES.

July.	1899.	1898.	1897	1896.	1895.	1894.
	$	$	$	$	$	$
B.& O. S.W.	562,576	509,559	535,993	497,106	519,221	496,568
C.C.C.&St L	1,252,153	1,148,058	1,099,689	1,068,154	1,162,134	921,562
Peo.&East	165,460	122,386	130,174	136,402	162,990	127,463
G.T.of Can.			1,657,958	1,587,013	1,533,875	1,404,146
Ch. & G.T.	2,105,403	1,860,884	256,008	248,418	221,068	141,375
D.G.H.&M			79,894	85,009	91,916	79,871
N.Y.C.& H†	4,435,407	3,420,748	3,632,254	3,454,335	3,510,009	3,130,211
Wabash....	1,273,181	1,079,204	970,635	1,015,499	1,074,023	763,601
Total.....	9,794,180	8,139,839	8,362,586	8,112,936	8,275,233	7,064,727

† Includes after 1897 the Beech Creek RR. and after 1898 the Fall Brook system.

GROSS EARNINGS AND MILEAGE IN JULY.

Name of Road.	Gross Earnings.			Mileage.	
	1899.	1898.	Increase or Decrease.	1899.	1898.
	$	$	$		
Alabama Gt.South'n.	154,038	133,857	+20,181	310	310
Ala.N.O.Tex.&Pac.—					
N. Orl. & No. East..	133,506	109,485	+24,021	195	195
Ala. & Vicksb.....	51,854	43,876	+7,978	142	142
Vicksb. Shr.& Pac..	46,671	44,790	+1,881	189	189
Ann Arbor.....	120,384	103,867	+16,517	292	292
Atlanta Knoxv.& No.	34,286	24,219	+10,067	228	228
Baltimore & Ohio....	2,628,849	2,305,991	+322,858	2,047	2,047
Balt.& Ohio Southw.	562,576	509,559	+53,017	921	921
Buff. Roch. & Pittsb..	264,167	336,244	−72,077	336	339
Buri. Ced. R. & No...	393,704	300,186	+93,518	1,136	1,136
Canadian Pacific....	2,367,000	2,051,363	+315,637	6,952	6,568
Central of Georgia..	422,220	449,625	−27,405	1,524	1,524
Chattan. Southern...	7,022	5,903	+1,119	105	105
Chesapeake & Ohio..	1,050,679	961,589	+89,090	1,360	1,360
Chic. & East Illinois.	380,601	321,008	+59,593	648	648
Chic. Great Western.	472,546	391,126	+81,420	930	930
Chic. Ind. & Louisv..	330,202	286,159	+44,043	535	535
Chic. Mil. & St. Paul.	3,384,476	2,535,291	+849,185	6,154	6,154
Chic. Peoria & St. L.	72,712	61,330	+11,382	232	232
Chic. Term. Tr. RR..	100,254	98,800	+1,454	74	74
Chic. & West Mich...	169,181	141,987	+27,194	614	614
Choc. Okla. & Gulf.b	102,000	80,000	+22,000	272	226
Cin. Georg. & Ports..	6,557	5,670	+887	42	42
Cin. N.O. & Tex. Pac.	399,882	400,539	−657	336	336
Cinn.Portsm'th & Va.	28,369	24,922	+3,447	111	111
Clev. Cin.Ch.& St. L..	1,252,153	1,146,053	+106,100	1,838	1,838
Peoria & Eastern ..	165,460	122,396	+43,074	352	352
Clev. Lorain & Wheel.	147,361	121,111	+26,250	192	192
Col. Sand. & Hook'g.	73,770	74,263	−493	273	273
Denv. & Rio Grande..	676,400	687,000	−10,600	1,666	1,666
Det. Gr.Rap.& West..	126,021	104,425	+21,600	451	451
Dul. So. Shore & Atl.	238,438	173,925	+64,513	588	588
Elgin Joliet & East..	153,657	98,814	+54,843	197	197
Evansv. & Indianap.	28,764	28,454	+310	156	156
Evansv. & T. Haute..	113,461	99,532	+13,929	167	167
Flint & Pere Marq...	259,502	220,158	+39,344	657	657
Fla. Cent'l & Penin..	291,866	274,581	−52,715	940	940
Ft. Worth & Den. C..	114,614	99,605	+15,009	455	455
Ft. Worth & Rio Gr..	28,631	23,557	+5,074	146	146
Gadsden & Att Un..	1,097	624	+473	11	11
Georgia.....	108,996	115,844	−6,848	307	307
Georgia & Alabama*	63,537	62,568	+969	458	458
Ga. South. & Florida	90,955	88,432	+2,523	285	285
Gr. Trunk of Can...					
Chic. & Gr. Tr'k..	2,105,403	1,860,884	+244,519	4,036	4,036
Det. Gr.Hav.& M..					
Gt. No.—S. P. M. & M.	1,819,263	1,469,456	+349,807	3,814	3,780
Eastern of Minn...	274,245	213,346	+60,899	172	72
Montana Central..	172,529	165,296	+7,232	262	256
Gulf & Chicago.....	3,008	3,788	−780	62	62
Gulf Beaum't & K. C.	23,315	17,944	+5,371	65	65
Hocking Valley.....	302,063	193,981	+108,082	344	346
Illinois Central a.....	2,352,407	2,052,074	+300,333	3,671	3,775
Internat'l & Gt. Nor.	255,996	216,400	+39,596	775	775
Interoceanic (Mex.).*	215,900	163,350	+52,550	531	531
Iowa Central.....	194,654	135,386	+59,268	509	509
Iron Railway.....	5,402	3,064	+2,339	20	20
Kanawha & Mich....	44,279	44,068	+211	172	172
Kan.C. Ft.S. & Mem..	365 033	295,347	+69,686	975	975
Kan. C. Mem. & Bir..	92,302	84,500	+7,802	276	276
Kan. City & N. W....	28,814	21,980	+6,834	174	174
Kan. City & Omaha..	21,155	14,639	+6,516	194	194
Kan. City Sub. Belt	39,897	42,491	−2,594	32	32
Lake Erie & Western.	329,330	263,545	+65,785	725	725
Lehigh & Hud. River.	40,607	31,077	+9,530	90	90
Long Island RR.....	563,542	535,999	+27,543	379	379
Los Angeles Term'l..	17,241	10,415	+6,826	50	50
Louisv.Evans.&St.L.	147,361	125,591	+21,770	372	372
Louisv.Hend.& St.L..	55,799	39,521	+15,878	166	166
Louisv. & Nashville..	2,127,580	1,827,667	+299 913	2,985	2,985
Macon & Birming'm.	4,148	4,307	−159	97	97
Manistique.	9,974	12,163	−2,189	59	59
Mexican Central.....	1,374 541	1,000,367	+374,174	1,956	1,956
Mexican National.....	536,123	486,940	+49,183	1,266	1,219
Mexican Railway*..	234,700	231,100	+3,600	321	321
Mexican Southern*..	40,776	39,729	+1,047	227	227
Minn. & St. Louis....	221,569	150,682	+70,887	507	366
Minn.St.P.& S.Ste.M.	387,865	281,282	+96,583	1,195	1,195
Mo. Kans. & Tex. sys	872,013	752,805	+119,208	2,197	2,197
Mo. Pac. & Iron Mt..	2,145,000	1,998,444	+146,556	4,938	4,938
Central Branch....	104.000	102,000	+2,000	388	388
Mobile & Ohio.....	478,505	341,146	+137,359	879	879
N.Y.Cen.& Hud.Riv.‡	4,435,407	3,420,748	+1,014,658	2,828	2,585
N. Y. Ont. & West....	414,966	349,887	+65,079	481	481
Norfolk & Western...	988,220	830,925	+157,295	1,561	1,570
Northern Pacific....	2,377,578	2,019,960	+357,618	4,947	4,940
Ohio River.....	95,272	82,027	+13,245	224	224
Omaha Kan. C. & E..	28,801	26,648	+2,153	169	169
Omaha & St. Louis...	35,514	39,716	−4,202	145	145
Oregon RR. & Nav...	571,971	528,158	+43,813	1,065	1,065
Peo. Dec. & Evansv..	74,259	60,469	+13,790	331	331
Pittsb. Bess. & L. E..	224,469	146,207	+78,262	228	228
Pittsb. Lisb. & West.	3,539	3,527	+12	28	28
Pittsb. & Western....	173,045	139,537	+33,508	206	206
Pittsb. Clev. & Tol.	84,328	81,920	+2,408	77	77
Pittsb. Pa. & Fair..	41,759	36,864	+4,895	53	53
Rio Grande South'n.	32,855	39,887	−7,032	180	180
Rio Grande Western*	196,200	165,300	+30,900	582	550
St. Jos. & Gr. Island..	125,592	80,968	+44,624	251	251
St. L. Chic. & St. P....	30,946	27,765	+3,181	111	111
St. L. Kennett & So..	8,337	6,677	+1,660	44	44
St. Louis & S. Fran..	558,149	523,253	+34,896	1,385	1,282

Name of Road.	Gross Earnings. 1899.	1898.	Increase or Decrease.	Mileage. 1899.	1898.
	$	$	$		
St. Louis Southwes'n	428,100	369,200	+58,900	1,223	1,223
St. Paul & Duluth	161,573	126,460	+35,113	244	244
Santa Fe Pres. & Phx*	48,700	44,954	+3,746	198	198
Sher. Shrev. & South.	26,372	18,614	+7,758	153	153
Southern Railway	2,221,467	2,117,339	+104,128	5,933	5,969
Texas Central	18,967	18,293	+674	176	176
Texas & Pacific	564,478	479,849	+84,629	1,499	1,499
Tol. & Ohio Central	158,328	144,289	+14,039	371	371
Tol. Peoria & West'n	86,358	71,304	+15,054	248	248
Tol. St. L. & K. City	174,291	177,738	-3,447	451	451
Wabash	1,273,181	1,079,209	+193,972	2,326	2,326
West. N. Y. & Penn.	331,800	257,322	+74,478	642	642
Wheel. & Lake Erie	149,065	113,166	+35,899	247	247
Wisconsin Central	485,843	406,795	+79,048	937	937
Total (116 roads)	52,181,486	44,546,861	+7,637,625	99,281	99,160

† Earnings of Galveston Houston & Henderson are excluded for both 1899 and 1898.

‡ Included Fall Brook system for 1899 but not for 1898. For July 1898 the earnings of that system were $132,571.

a Chesapeake Ohio & Southwest'n and Ohio Valley roads are included for both years. * For three weeks only

b Earnings are from railroad operations only.

GROSS EARNINGS FROM JANUARY 1 TO JULY 31.

Name of Road.	1899.	1898.	Increase.	Decrease.
	$	$	$	$
Alabama Gt. Southern	1,050,538	970,331	80,207	
Ala. N. O. & Tex. Pac.—				
N. O. & Northeast'n	922,059	800,216	121,843	
Alabama & Vicksb'g	396,012	378,488	17,524	
Vicksburg Shr. & Pac.	363,568	375,465		11,897
Ann Arbor	895,339	826,011	69,378	
Atl. Knoxv. & North'n	214,133	176,462	37,671	
Baltimore & Ohio	16,282,361	15,934,369	347,992	
Balt. & O. Southwest	3,731,035	3,896,807		165,772
Buff. Roch. & Pittsburg	2,060,655	2,142,493		81,837
Burl. Ced. Rap. & No	2,559,377	2,228,701	330,676	
Canadian Pacific	15,055,363	13,647,382	1,407,981	
Central of Georgia	3,031,565	2,913,679	117,886	
Chattanooga Southern	43,222	40,109	3,113	
Chesapeake & Ohio	6,801,818	6,702,379	99,439	
Chic. & East'n Illinois	2,598,175	2,320,131	278,044	
Chic. Great Western	3,368,341	2,985,691	382,650	
Chic. Ind. & Louisv	2,039,478	1,822,222	217,256	
Chic. Milw. & St. Paul	21,364,758	18,294,673	3,070,085	
Chic. Peoria & St. Louis	497,963	476,546	21,417	
Chic. Term'l Transfer	708,486	666,341	42,145	
Chic. & West Michigan	1,182,501	984,312	198,189	
Choc. Oklah. & Gulf	930,401	819,875	110,526	
Cin. Georg. & Portsm'th	37,284	33,063	4,221	
Cin. N. O. & Texas Pac.	2,619,855	2,588,781	31,074	
Cinn. Portsm'th & Va	168,928	151,79	17,132	
Clev. Cin. Chic. & St. L.	8,138,267	8,045,307	142,960	
Peoria & Eastern	1,039,471	1,053,193	36,278	
Cleve. Lorain & Wheel	967,742	843,103	124,639	
Col. Sand. & Hocking	455,887	451,982	3,905	
Denv. & Rio Grande	5,073,769	4,554,458	519,311	
Det. Gr. Rap. & West	854,193	795,978	58,214	
Dul. So. Shore & Atl	1,274,220	1,023,79	250,430	
Elgin Joliet & Eastern	1,016,319	856,316	160,003	
Evansv. & Indianapolis	184,817	171,209	13,608	
Evansv. & Terre Haute	745,552	702,692	42,860	
Flint & Pere Marquette	1,849,114	1,648,498	200,616	
Fla. Cent. & Peninsular	1,588,890	1,747,131		158,241
Ft. Worth & Denv. C	840,009	740,623	99,384	
Ft. Worth & Rio Gr'de	261,130	252,090	9,040	
Gadsden & Atalla Un	5,384	4,268	1,115	
Georgia	884,904	849,120	35,784	
Georgia & Alabama*	641,468	649,782		8,314
Ga. Southern & Florida	558,187	570,649		12,460
Grand Trunk, Chic. & Gr. Trunk, Det. Gr. H. & Milw.	14,116,398	13,240,498	875,900	
Great Nor. St. P. M. & M	10,315,387	9,328,230	987,157	
Eastern of Minnesota	1,379,717	930,224	449,493	
Montana Central	1,082,747	1,164,003		81,256
Gulf Beaumont & K. C.	163,202	98,256	64,946	
Hocking Valley	1,736,943	1,455,913	281,030	
Illinois Central a	16,06 ,342	15,282,593	784,749	
Int. & Great Northern	1,950,232	1,878,192	72,040	
Interoceanic (Mex.)*	2,175,700	1,819,540	356,160	
Iowa Central	1,209,681	1,034,181	172,493	
Iron Railway	33,006	28,805	4,201	
Kanawha & Michigan	365,001	312,641	52,360	
Kansas C. Ft. S. & Mem	2,688,219	2,732,794		44,575
Kan. City Mem. & Bir	817,191	851,397		34,206
Kansas City & N. W	180,901	195,407		14,506
Kansas City & Omaha	135,117	138,651		3,534
Kansas City Sub. Belt	308,053	267,372	40,681	
Lake Erie & Western	2,045,103	1,912,326	132,777	
Lehigh & Hudson River	276,798	209,469	67,331	
Long Island RR.	2,461,246	2,373,541	87,705	
Los Angeles Terminal	65,216	49,506	15,710	
Louisv. Evansv. & St. L.	940,989	852,900	88,089	
Louisv. Hend. & St. L.	328,683	274,364	54,319	
Louisville & Nashville	14,001,266	12,750,504	1,250,762	
Macon & Birmingham	34,962	30,449	4,513	
Manistique	52,255	71,817		19,562
Mexican Central	8,743,975	7,739,662	1,004,313	
Mexican National	4,011,214	3,522,038	489,176	
Mexican Railway*	2,560,600	2,324,300	236,300	
Mexican Southern*	436,923	378,998	57,927	
Minneapolis & St. Louis	1,480,681	1,153,628	327,053	
Minn. St. P. & S. Ste. M.	2,299,800	2,117,670	182,130	
Missouri K. & Tex. sys.	5,954,856	5,755,572	199,284	
Mo. Pacific & Iron Mt	14,672,551	14,326,614	345,937	
Central Branch	637,377	763,262		125,885
Mobile & Ohio	2,952,205	2,413,363	538,842	
N. Y. Cent. & Hud. Riv.	26,987,436	25,181,890	1,805,546	
N. Y. Ontario & West'n	2,615,484	2,081,941	533,543	
Norfolk & Western	6,874,852	6,294,892	579,960	
Northern Pacific	13,851,066	12,938,354	912,712	
Ohio River	576,720	512,772	63,948	
Oregon RR. & Navigat'n	3,719,477	3,781,170		61,693
Peoria Dec. & Evansv	462,235	439,555	22,680	
Pittsb. Bess. & L. Erie	851,467	649,666	201,801	
Pittsb. Lisbon & West'n	25,634	25,622	12	
Pittsburg & Western	1,074,10	996,410	77,695	
Pittsb. Cleve. & Tol	538,121	603,513		65,392
Pittsb. Paines. & F'pt	230,410	206,901	23,509	
Rio Grande Southern	257,308	255,993	1,315	
Rio Grande Western*	1,817,212	1,719,147	98,065	
St. Jos. & Grand Island	733,819	653,823	79,994	
St. L. Chic. & St. Paul	195,072	186,506	8,566	
St. L. Kennett & South	48,727	36,135	12,592	
St. Louis & San Fran	4,040,324	3,799,975	240,349	
St. Louis Southwestern	3,047,901	2,775,848	272,053	
St. Paul & Duluth	957,313	814,057	142,25	
Santa Fe Pres. & Phx*	488,126	434,822	53,304	
Sherman Shreve. & So	176,570	145,067	31,503	
Southern Railway	14,543,198	13,313,197	1,227,001	
Texas Central	150,376	147,453	2,923	
Texas & Pacific	4,284,867	4,001,146	283,721	
Toledo & Ohio Central	1,057,746	1,017,475	40,271	
Toledo Peoria & West'n	545,211	533,471	11,740	
Tol. St. L. & Kan. City	1,064,092	1,144,726		80,644
Wabash	8,264,951	7,473,594	791,357	
West. N. Y. & Pa	1,929,998	1,656,436	273,562	
Wheeling & Lake Erie	907,966	806,727	101,239	
Wisconsin Central	2,965,398	2,739,876	225,522	
Total (113 roads)	339,364,294	314,287,353	26,016,715	969,774
Net increase			25,076,941	

* For three weeks only in July.

a Chesapeake Ohio & Southwest'n and Ohio Valley roads are included for both years. Results on the Yazoo Branch (140 miles) are included for 1898 only. † Totals for month of July are for railroad only.

FAILURES BY BRANCHES OF TRADE.

We take from Dun's Review the following statement showing the failures in the United States by branches of trade for the month ending July 31 in each of the last three years:

FAILURES BY BRANCHES OF BUSINESS.

	July. 1899. No.	1899. Liabilities.	1898. No.	1898. Liabilities.	1897. No.	1897. Liabilities.
Manufacturers.		$		$		$
Iron, foundries and nails	3	37,000	3	501,000	6	16,608
Machinery and tools	8	63,900	16	824,4 0	16	190,853
Wool'ns, c'rp'ts & knit goods	1	30,000	4	58,500	3	251,060
Cottons, lace and hosiery	2	150,328	2	25,000	4	113,000
Lumb'r, carp'nt'rs & coop'rs	26	516,48	17	259 000	24	190,378
Clothing and millinery	14	137,683	17	54,943	20	187,425
Hats, gloves and furs	1	14,000			6	27,900
Chemicals, drugs & paints	2	38,000	3	52,000	5	23,000
Printing and engraving	4	33,500	15	154,100	6	52,600
Milling and bakers	13	150,064	14	361,559	16	108,757
Leather, shoes & harness	1		16	184,913	12	44,932
Liquors and tobacco	5	63,022	7	148,392	7	29,450
Glass, earthenware & brick	3	1 ,697	7	188,900	5	160,650
All other	33	667,968	82	1,701,958	83	1,151,027
Total manufacturing	116	1,903,641	208	4,303,666	213	2,547,540
Traders.						
General stores	52	101,956	71	326,090	76	418,131
Groceries, meats and fish	114	431,432	169	471,848	185	375,327
Hotels and restaurants	28	115,813	28	216,118	36	467,874
Liquors and tobacco	63	279,835	57	333 724	77	311,843
Clothing and furnishing	36	216,167	43	135 011	50	464,493
Dry goods and carpets	24	245,009	29	365,086	37	514,256
Shoes, rubbers and trunks	24	166,719	39	232,525	33	158,661
Furniture and crockery	7	35,628	14	118 084	25	275,894
Hardware, stoves & tools	19	166,099	23	111,806	28	204,779
Drugs and paints	28	66,047	32	126,884	40	120,908
Jewelry and clocks	6	41,72	9	56,124	12	48,457
Books and papers	2	11,000	4	11,700	7	73,902
Hats, furs and gloves	2	2,084	2	15,000	5	19,300
All other	52	870,115	98	860,922	103	686,382
Total trading	457	2,254,622	645	3,371,414	716	4,140,368
Brokers and transporters	18	713,951	29	2,426,376	19	429,821
Total commercial	591	4,874,197	882	10,101,455	948	7,117,727

NOTE.—Iron, woolens and cottons include all the branches of those manufactures; machinery includes implements and tools; lumber includes sawplaning, sash and door mills, carpenters and coopers; clothing includes millinery and furnishings; hats include furs and gloves; chemicals include drugs, fertilizers, paints and oils; printing and books include engraving and maps; milling includes baking; leather and shoes include makers of harness, saddlery, trunks and rubber goods; liquors include tobacco, wines, brewers and beer; glass includes earthenware, pottery, brick, lime and cement; groceries include meats and fish; hotels include restaurants; dry goods include carpets and curtains; furniture includes crockery; hardware includes stoves and tools; and jewelry includes clocks and watches. Brokers include all real estate, note, insurance or produce dealers whose main business is not the handling of actual products and transporters include all except incorporated railway companies.

ITEMS ABOUT BANKS, BANKERS AND TRUST CO'S.

—The sales of bank stocks this week amount to only 68 shares, all at auction. In trust companies' stocks the dealings aggregate 422 shares, of which 45 shares were of a Brooklyn company. The record of transactions follows:

Shares.	BANKS—*New York.*	Price.	Last previous sale.
38	Butchers' & Drovers' Bank, Nat	881/2	June '99— 753/4
25	Fourth National Bank	1935/8	July '99— 1927/8
5	New York, N. B. A., Bank of	254	July '99— 252
	TRUST COMPANIES—*New York.*		
13	America, Trust Co. of	296-298¼	Aug. '99— 250
40	Farmers' Loan & Trust	1441	June '99— 1445
120	International Banking & Tr	167½-175	Aug. '99— 160
75	Metropolitan Trust	456	No sale in 1898.
101	U. S. Mortgage & Trust	538¾-540½	Aug. '99— 536
25	United States Trust	1620-1621	July '99 - 1620
3	Washington Trust	321	May '99— 296
	TRUST COMPANIES—*Brooklyn.*		
45	Williamsburg Trust	227	First sale.

—Mr. William E. Glyn on August 1 was admitted to partnership in the firm of Messrs. Lawrence Turnure & Co. Mr. Glyn is well known on the Street as the representative for a number of years of Mr. A. A. H. Boissevain. The house of Lawrence Turnure & Co. is one of the oldest in New York, having been founded by Moses Taylor March 10, 1832. The

present members of the firm are George E. Turnure, Jos. M. Andrieni and Wm. E. Glyn. The house has long been identified with Cuban business and issues letters of credit, exchange and cable transfers on all parts of Cuba and Porto Rico.

—At the annual convention of the Michigan State Bankers' Association, as was noted in this column July 22, a resolution was adopted recommending a conference of clearing-house associations to consider the present unsatisfactory and confused condition of domestic exchange charges. Soon after this action by the Michigan bankers, informal conferences were held with prominent Western bankers, and as the result of these conferences eleven of the large clearing-house associations have appointed delegates to meet at the annual convention of the American Bankers' Association at Cleveland, September 5, to discuss, and if possible to agree upon, a uniform system of charges for collecting out-of-town checks and other items. The importance of this action will be seen when it is stated that the clearing-house associations which will be represented at this conference in Cleveland are those of Chicago, St. Louis, Cincinnati, Indianapolis, Omaha, Kansas City, Milwaukee, St. Paul, New Orleans, Detroit and Pittsburg. The clearing-house associations of Boston and of Philadelphia have not taken any action as yet.

—The new rule providing for the issue of clearing-house gold certificates by the Chicago Clearing-House Association had not become effective at the date of the Comptroller's report. What influence the issue of Treasury gold certificates will have upon the issue of certificates by the clearing-houses it is difficult to say. It is thought probable, however, that those clearing-houses which have perfected systems for issuing gold certificates will continue the systems in operation though the surrender of gold coin for Treasury gold certificates may tend to reduce the amount of clearing-house gold certificates. It may be observed that the use of clearing-house gold certificates is likely to be continued by some of the banks in preference to using Treasury gold certificates for clearing-house purposes because of the greater security of the former, these being payable to order and their use being confined to banks for a specific purpose, while Treasury gold certificates are payable to bearer.

—It was announced in this column last week that a new institution to be called the Bankers' Trust Co. had been organized in this city with a capital of $1,500,000 and a paid-up surplus of $1,500,000. The names of the incorporators of the trust company are D. Crawford Clark, of Clark, Dodge & Co.; Bayard Dominick, of Dominick & Dominick; Benjamin W. Duke, of the American Tobacco Co.; Albert E. Goodhart, of Goodhart & Co.; Herman C. E. Hoskier, of F. S. Smithers & Co.; Francis H. Leggett, of F. H. Leggett & Co., wholesale grocers; Almeric H. Paget, capitalist; William G. Park, of the Park Steel Co.; Gilbert M. Plympton and Henry S. Redmond, of Redmond, Kerr & Co.; William Schall, Jr., of Mueller, Schall & Co., John W. Simpson, of Simpson, Thatcher & Barnum, lawyers; Clarence H. Wildes, of C. H. Wildes & Co., and John Walter Wood, Jr., of L. von Hoffman & Co. The location of the trust company is to be between Pine Street, William Street, Beaver Street and Broadway in the Borough of Manhattan and City of New York.

—D. M. Walbridge, who was a member of the New York Stock Exchange from 1865 until his retirement from active business last fall, died in Geissen, Germany, last week. Mr. Walbridge was well known among the active members of the Exchange and highly respected by all who had business relations with him.

—It is announced that the stockholders of the National Bank of Commerce, in Providence, R. I., voted on Tuesday to reduce the capital stock of the bank from $1,709,200 to $850,000. More than three-fourths of the stock voted in favor of the reduction of capital. As was noted in this column July 15, the reason assigned for the reduction is that the capital is larger than is needed, and, moreover, it is larger than dividends can be earned and paid upon with the present volume of business. The bank was organized in 1851, and it became a national bank in 1865.

—On July 8 it was noted in this column that negotiations were in progress for the consolidation of the National Bank of Virginia, at Richmond Va., and the Citizens' Exchange Bank of that city under the charter and name of the first-named bank. It is now officially announced that a special meeting of stockholders of the National Bank of Virginia will be held September 5 to vote upon the recommendation of the board of directors of the bank to increase the capital stock from $300,000 to $500,000 for the purpose of consolidating with the Citizens' Exchange Bank. The stockholders will also consider and vote upon an amendment to the articles of association of the National Bank of Virginia so as to increase the number of directors of the bank to not exceeding twenty. There is probably little doubt that the proposed consolidation will be carried into effect. The capital of the National Bank of Virginia is, as above noted, $300,000 and the surplus and undivided profits are $62,044. The capital of the Citizens' Exchange Bank is $200,000 and the surplus and undivided profits are $13,412.

—On August 21 the capital stock of the North American Trust Company will be increased from $1,000,000 to $2,000,000, and the surplus will be increased from $300,000 to $800,000. The undivided profits are $296,068. It may be noted that the charter of the company authorizes a capital of $2,500,000. The present increase of capital and surplus will be accomplished by the sale (which has already been made) of 10,000 shares of stock at $150 per share, realizing $1,500,000. Last week Henry F. Shoemaker of this city, Vice-President of the Cincinnati Hamilton & Dayton Railroad Co., and James S. Kuhn of Pittsburg, Pa., were elected directors of the company.

—Arrangements are nearly completed for the organization of an institution in this city to be known as the Mutual Trust Company, having a capital of $1,500,000 and a surplus of $1,000,000. The stock is being largely subscribed by prominent capitalists of this city. It is expected that parties connected with the Metropolitan Life Insurance Co. will be interested in the trust company.

—The tenth annual convention of the Tennessee State Banker's Association was held this week at Lookout Inn on Lookout Mountain, and the attendance was large. After the delivery of the annual address by the President, Frank O. Watts, Cashier of the First National Bank of Nashville, the convention proceeded to the discussion of topics which had been selected for consideration. Among these topics were the following: "Ought banks to loan money on real estate secured by mortgage?" "How does the war tax affect the banks?" "What is the simplest manner to keep trace of checks on which payment has been stopped?" Resolutions referring to the bankrupt law and to the consular service were considered.

—Arrangements are being made for the organization of a new institution at Evansville, Indiana, to be known as the Ohio Valley Trust Company. Only the preliminary steps have as yet been taken in the matter.

—The capital of the German Bank of Evansville, Ind., a State institution, has been reduced from $400,000 to $250,000. Some time ago the bank sustained a loss of $150,000. Instead of meeting this loss the stockholders surrendered their certificates of stock and reduced them 37½ per cent, thus making the capital of the bank $250,000 as above stated. The surplus is $2,394.

Monetary and Commercial English News

[From our own correspondent.]

London, Saturday, July 29.

Although the fortnightly settlement on the Stock Exchange which began on Tuesday morning shows that the "bull" account in every department except the West Australian has been decreased during the fortnight, the banks charged somewhat more than last time, the charge to Stock Exchange borrowers having been 4 per cent, and the carrying over rates were also decidedly stiffer. The banks just now are unwilling to lend freely because each week they fear that the Bank of England's rate of discount may be raised; in fact, there is a general impression that we shall see considerable stringency in the money market in the autumn, and all prudent people, therefore, are already making preparations. To this is largely due the general inactivity of business on the Stock Exchange

But there are a number of other influences, of course—for one thing the check that has been received upon the New York Stock Exchange to the advance in prices that went on

so rapidly until a couple of months ago. The American market is still one of the largest here, although investors have not bought much of late; indeed, since the revival began in 1897 they have sold much more largely than they have bought. Still the market is a very large and a very important one. When it is active and quotations are rising, it infuses a spirit of hope and confidence into the other departments. When it is depressed or even sluggish it correspondingly dampens ardor elsewhere.

Then again there have been preparations going on in Germany to meet the autumn demand. Everybody anticipates great scarcity of money in September and October. Last year the Bank rate advanced gradually to 6% and the Imperial Bank was obliged to issue at one time over 10 millions sterling in notes in excess of its authorized circulation and the gold it held. Trade is wonderfully active in Germany this year. There has been no large selling of industrial securities. No doubt mining shares and American railroad securities of all kinds and some foreign securities likewise have been sold in London and New York upon a considerable scale. But there is no market for the immense amounts of industrial securities that have been created during the past couple of years, and these securities are held all over Germany and at very high prices. The general impression is that the larger part, perhaps, of the securities are still carried upon borrowed money, and to make their position secure the investors have been realizing on foreign, American, and mining securities under pressure from the banks. Whether this will prove enough remains to be seen. But there is a fear here and in Paris that there may be a break in the German industrial market, and consequently there is an unwillingness to engage in new risks just at present.

Over and above all this is the state of things in South Africa. The general belief here is that there will be no war with the Transvaal. It has been clearly proved that the burghers are quite willing to agree to any measure which may be recommended by President Kruger, and the general impression is that he will yield inch by inch, now making one concession and now making another, and that ultimately a satisfactory settlement will be arrived at. But while haggling is going on, there is a rather uncomfortable feeling and great disinclination to engage in new risks. In foreign securities of every kind there is practically nothing doing. Quotations are exceedingly high and the public here is quite unwilling to touch those securities. Even in home securities there is very little doing, because most people are desirous of accumulating funds in anticipation of a stringency in the autumn and because the greater capitalists are able to employ their money in trade to much greater advantage than by investment either in Consols or in British railway stocks.

There is only one department in which there is real activity, and that is the market for Western Australian mining shares. Last week there was considerable activity in this market. This week the activity has been even more pronounced, and there has been a marked advance in quotations generally. Upon the Continent the holiday season is now beginning, Stock Exchange business is slack, and is likely to grow slacker for a month or two. But at home here and on the Continent trade is wonderfully good and is still expanding.

The directors of the Bank of England made no change in their rate of discount this week. It was hardly expected that they would do so, although there was a good deal of uncertainty upon the point. The Bank has been obtaining a considerable amount of gold, and it is understood that it will secure a large amount which is on the point of arriving here. It may be possible, therefore, that the gold reserve will be so strengthened that the Bank may not find it necessary to put up its rate beyond 4 per cent later in the year. But that will depend, of course, upon the magnitude of the demand for gold. That money will be very stringent in Germany is the universal belief here and upon the Continent. That it will be both scarce and dear likewise in Belgium and in the Scandinavian countries is generally assumed as certain. And that the failure of the crops in Russia may lead to a strong Russian demand for gold is also possible if not probable.

In addition to all this there will be the usual demands which always occur in September, October and November from countries like Egypt and Argentina. It is therefore not improbable that there may be a very strong demand for gold at the Bank and that the directors will have in consequence to put up the rate to 5 per cent to protect their reserve. However that may be, they are strengthening the reserve just now and they are being supported by the great joint-stock banks in doing so. It is not thought likely that gold will go to India, at all events in any considerable amount during the present year; but it may be taken early in the new year. Likewise it is not thought likely that Japan will take gold, although it is in a position to do so if it pleases. The chief excitement is respecting Germany and Russia, while there are grave doubts as to whether gold may or may not be required by the United States.

Meantime the money market in India is growing quieter as the slack season has now completely set in. Unfortunately, while the rains in Bengal, Northwest Provinces and Berar are exceedingly good, they are very deficient over a considerable portion of Central and Southern India, and it is feared in consequence that the crops may be very deficient this year. That is already affecting business, and so is the plague, which is once more increasing in intensity.

The India Council, therefore, is not selling its drafts as well as it had done. It offered for tender on Wednesday 40 lacs. The applications exceeded 483 lacs and the whole amount offered was disposed of at prices ranging from 1s. 3 31·32d. per rupee to 1s. 4d. per rupee. Subsequently 4½ lacs were sold by special contract at the same rates. Next week 40 lacs will again be offered.

The following return shows the position of the Bank of England, the Bank rate of discount, the price of consols, &c., compared with the last three years:

	1899. July 26.	1898. July 27.	1897. July 28.	1896. July 29.
	£	£	£	£
Circulation	28,807,925	27,916,485	27,965,905	27,422,475
Public deposits	8,413,991	6,956,178	7,744,846	7,165,675
Other deposits	39,690,852	46,242,450	42,142,136	55,453,642
Government securities	13,088,522	12,791,630	13,786,887	14,960,281
Other securities	31,807,625	33,366,398	28,678,088	28,480,737
Reserve of notes and coin	21,369,019	24,166 561	25,452,557	37,257,697
Coin & bullion, both departm'ts	33,176,943	35,283,046	36,618,462	47,680,142
Prop. reserve to liabilities. p.ct.	44¼	45⅝	50⅛	59⅝
Bank rate.....per cent.	3½	2½	2	2
Consols, 2¾ per cent	106 9-16	111	112 15-16	113 5-16
Silver	27¾d.	27¼d.	26¾d.	31⅜d.
Clearing-House returns	150,697,000	128,732,000	118,844,000	124,709,000

The rates for money have been as follows:

London.	Bank Rate.	Open Market Rates. Bank Bills. 3 Months.	4 Months.	6 Months.	Trade Bills. 3 Mos.	4 Mos.	Interest allowed for deposits by Joint Stock Banks	Dis't H'rs At Call	7-14 Days
June 30	3	1 15-16@2	2 @2⅛	2¼	2⅛@2¼	2⅛@2⅛	1½	1½	1¾
July 7	3	2⅛	2⅛	2⅜	2⅛@2¼	2¼	1½	1½	1¾
" 14	3½	3¼	3⅜	3¼@4	3¼@4	3¼@4	2	2	2¼
" 21	3½	3⅜	3⅜@3 7-16	3½	3¾	4	2	2	2¼
" 28	3½	3½	3½	3⅝	3¾	3¾@3¾	2	2	2¼

The Bank rate of discount and open market rates at the chief Continental cities have been as follows:

Rates of interest at	July 28. Bank Rate.	July 28. Open Market	July 21. Bank Rate	July 21. Open Market	July 14. Bank Rate.	July 14. Open Market	July 7. Bank Rate.	July 7. Open Market
Paris	3	2½	3	2½	3	2¾	3	2¾
Berlin	4½	3¾	4½	3¾	4½	3⅝	4½	4⅛
Hamburg	4½	3¾	4½	4	4½	3¾	4½	3¾
Frankfort	4½	3¾	4½	4	4½	3¾	4½	3¾
Amsterdam	4½	3½	4½	3½	3½	3½	3½	3½
Brussels	3½	3½	3½	3½	3½	3½	4	3½
Vienna	4½	4½	4½	4½	4½	4½	4½	4½
St. Petersburg	5½	5½	5½	5½	5½	6	5½	6
Madrid	5	3	5	3	5	3	5	3
Copenhagen	5½	5½	5½	5½	5½	5½	5½	5½

Messrs. Pixley & Abell write as follows under date of July 27:

Gold.—Excepting a small amount taken for the Continent and some few Indian orders, the whole of the arrivals have been sent to the Bank, which has purchased since last week £687,000. £20,000 has been taken out for South America. Arrivals—Cape Town, £213,000. Shipments, July 19—Bombay, £20,000; Calcutta, £10,000; total, £30,000.

Silver.—After receding slightly the market closes firm at 27 11/16d. in connection with good buying for the French Mint. Indian price to-day Rs 70⅜d. Arrivals—Chile, £22,000; New York, £151,000; total, £173,000. Shipments, July 19—Bombay, £73,000; Calcutta, £45,000; total, £118,000.

Mexican Dollars.—These coin are nominal and unchanged.

The quotations for bullion are reported as follows:

Gold. London Standard.	July 27 s.	July 27 d.	July 20. s.	July 20. d.	Silver. London Standard.	July 27 d.	July 20 d.
Bar gold, fine....oz.	77	9	77	9	Bar silver, fine...oz	27 11/16	27 11/16
U. S. gold coin...oz.	76	5½	76	5½	Bar silver, contain's		
Germ'n gold coin.oz.	76	6	76	6	do 5 grs. gold.oz	28 3/16	28 3/16
French gold coin.oz.	76	6½	76	6½	do 4 grs. gold.oz.	28	28
Japanese yen....oz.	76	5	76	5	do 3 grs. gold.oz.	27 13/16	27 13/16
					Cake silver.....oz	29 7/8	29 7/8
					Mexican dollars.oz	27 3/8	27 3/8

The following shows the imports of cereal produce into the United Kingdom during forty-seven weeks of the new season compared with previous seasons:

IMPORTS.

	1898-9.	1897-8	1896-7.	1895-6
Imports of wheat, cwt.	58,306,250	59,056,310	60,566,350	62,472,010
Barley	21,683,943	19,147,504	20,069,500	20,413,042
Oats	13,744,120	13,585,990	16,339,680	12,709,980
Peas	2,174,150	2,162,755	3,025,435	2,323,450
Beans	1,904,670	2,240,270	2,497,180	2,937,612
Indian corn	51,145,560	48,570,600	53,134,260	31,985,370
Flour	20,437,805	18,476,170	18,363,120	18,042,200

Supplies available for consumption (exclusive of stocks on September 1):

	1898-9.	1897-8	1896-7	1895-6.
Wheat imported, cwt.	58,306,250	59,056,310	60,566,350	62,472,010
Imports of flour	20,437,805	18,476,170	18,363,120	18,042,200
Sales of home-grown	32,010,269	12,923,073	23,000,000	14,065,831
Total	110,754,324	90,455,553	101,929,470	94,580,041
Aver. price wheat, week	25s. 5d.	38s. 1d.	28s. 1d.	24s. 0d.
Average price, season	26s. 2d.	36s. 5d.	28s. 8d.	25s. 0d.

The following shows the quantities of wheat, flour and maize afloat to the United Kingdom:

	This week.	Last week.	1898	1897.
Wheat.....qrs.	2,335,000	2,390,000	2,025,000	645,000
Flour, equal to qrs.	305,000	295,000	205,000	195,000
Maize.....qrs.	665,000	745,000	610,000	640,000

English Financial Markets—Per Cable.

The daily closing quotations for securities, etc., at London are reported by cable as follows for the week ending Aug. 11.

London	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Silver, per ounce.....d.	27 3/4	.....	27 3/4	27 3/4	27 11/16	27 11/16
Consols., new, 2¾ p.cts.		.....	105 1/2	105 1/2	105 7/16	105 7/16
For account.....		.....	105 3/8	105 11/16	105 5/8	105 5/8
Fr'ch rentes(in Paris)fr.		99·90	99 82½	99 67½	99·80	100·00
Spanish 4s.....			60 1/4	59 7/8	60 1/16	60 1/8
Atch. Top. & Santa Fe..			21 1/4	21 3/8	21 5/8	21 5/8
Preferred.....			64 3/4	64 3/4	65 7/8	66 1/8
Baltimore & Ohio.....			49 1/4	49 1/4	49 3/8	49 5/8
Preferred.....			74 1/4	74	74	74
Canadian Pacific.....			100 1/2	100 1/8	100 1/8	100 3/8
Central Pacific.....			55 1/2	55	55 1/2	56
Chesapeake & Ohio.....			28 1/2	28 1/4	28 3/4	29
Chic. Mil. & St. Paul....			135	135 3/8	135 7/8	135 7/8
Den. & Rio Gr. com.....			21 3/4	21 5/8	21 3/4	21 3/4
Do do Preferred..			77 1/2	77	77	77
Erie, common.....			13 3/4	13 3/4	13 7/8	13 7/8
1st preferred.....			38 1/4	38 1/2	38 7/8	38 3/4
Illinois Central.....			117 3/4	117 3/4	118	118
Louisville & Nashville.			76 1/2	76 1/2	77	77 3/8
Mo. Kan. & Tex., com..			12 3/4	12 3/4	12 3/4	12 3/4
N. Y. Cent'l & Hudson..			142 3/4	142 1/4	143	143
N. Y. Ontario & West'n			26 1/2	27	27 1/8	27 3/8
Norfolk & West'n pref.			73 3/4	73 3/4	74	74
Northern Pacific, com..			54 3/8	54 1/2	54 3/4	55 1/8
Preferred.....			80	80 1/2	81	80 1/2
Pennsylvania.....			70	69 3/4	69 3/4	70 1/8
*Phila. & Read.....			10 3/8	10 3/4	11 1/4	11 3/8
*Phila.&Read., 1st pref.			30 3/4	31 1/8	31 1/2	31 3/8
*Phila.& Read., 2d pref.			17	17	17 1/4	17 3/8
Southern Pacific.....			35 1/2	35 1/2	35 1/2	36 1/4
South'n Railway, com..			11 1/2	11 3/4	11 3/4	12
Preferred.....			53 1/8	53 1/8	53 5/8	54
Union Pacific.....			45 1/2	45 5/8	48	46 1/4
Preferred.....			79	79 5/8	80	79 3/4
Wabash. preferred.....			23 1/8	23 1/8	23 1/8	23 1/2

HOLIDAY

* Price per share.

Commercial and Miscellaneous News

Imports and Exports for the Week.—The following are the imports at New York for the week ending for dry goods Aug. 3 and for the week ending for gen ral merchandise Aug. 4; also totals since beginning firs week January.

FOREIGN IMPORTS.

For week.	1899.	1898.	1897.	1896.
Dry Goods....	$1,839,925	$1,945,100	$1,253,957	$2,204,044
Gen'l mer'dise	6,028,245	6,241,276	4,679,409	4,206,454
Total.....	$7,868,170	$8,186,376	$5,933,366	$6,410,498
Since Jan. 1.				
Dry Goods....	$61,643,138	$57,064,101	$90,789,515	$70,795,203
Gen'l mer'dise	247,137,040	205,391,170	236,786,765	208,991,096
Total 31 weeks	$308,780,178	$262,455,274	$327,576,280	$279,786,299

The imports of dry goods for one week later will be found in our report of the dry goods trade.

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports for the week ending Aug. 7, and from January 1 to date:

EXPORTS FROM NEW YORK FOR THE WEEK.

	1899.	1898.	1897.	1896.
For the week..	$6,136,474	$7,635,530	$7,488,644	$5,998,398
Prev. reported	269,739,256	287,651,061	236,004,936	221,351,414
Total 31 weeks	$275,875,730	$295,286,591	$243,493,580	$227,349,810

The following table shows the exports and imports of specie at the port of New York for the week ending Aug. 5 and since January 1, 1899, and for the corresponding periods in 1898 and 1897.

EXPORTS AND IMPORTS OF SPECIE AT NEW YORK.

Gold	Exports.		Imports.	
	Week.	Since Jan. 1.	Week.	Since Jan. 1
Great Britain.....	.....	$9,025,000	$4,614	$3,258,003
France.....	.....	7,397,580	4,825	2,887,938
Germany.....	.....	3,250,000	.....	1,122,612
West Indies.....	.....	5,555,914	538,801	794,511
Mexico.....	.....	30,495	.....	170,862
South America.....	.....	401,127	19,290	401,526
All other countries.	$10,000	130,196	4,073	53,282
Total 1899.....	$10,000	$25,793,312	$571,603	$8,688,734
Total 1898.....	.....	4,689,597	329,979	69,331,686
Total 1897.....	757,900	29,628,907	297,352	2,392,478

Silver.	Exports.		Imports.	
	Week.	Since Jan. 1.	Week.	Since Jan. 1
Great Britain.....	$517,255	$26,339,761	$1,915	$177,512
France.....	31,000	1,454,686	.....	3,249
Germany.....	.....	235,720	.....	3,078
West Indies.....	1,000	481,260	837	504,748
Mexico.....	.....	9,600	27,700	990,809
South America.....	2,235	65,964	11,615	581,013
All other countries.	.....	7,896	3,660	29,821
Total 1899.....	$551,490	$28,594,887	$45,727	$2,290,230
Total 1898.....	941,512	26,523,460	60,083	1,487,192
Total 1897.....	984,770	28,378,679	60,218	1,696,633

Of the above imports for the week in 1899 $192,810 were American gold coin and $275 American silver coin. Of the exports during the same time $10,000 were American gold coin.

New York City Clearing House Banks.—Statement of condition for the week ending August 5, based on average of daily results. *We omit two ciphers (00) in all cases.*

Banks.	Capital	Surpl's	Loans.	Specie.	Legals.	Deposits
Bank of New York.	$2,000,0	$1,880,6	$15,192,0	$2,285,0	$1,044,0	$15,828,0
Manhattan Co.....	2,050,0	2,266,0	17,689,0	3,721,0	1,734,0	20,056,0
Merchants'.....	2,000,0	1,057,6	14,181,0	2,790,1	1,338,5	16,747,4
Mechanics'.....	2,000,0	2,001,6	12,619,0	2,442,0	790,0	12,778,0
America.....	1,500,0	2,786,7	23,111,3	4,651,9	2,079,6	26,846,4
Phenix.....	1,000,0	223,5	4,880,0	1,121,0	271,0	5,037,0
City.....	1,000,0	4,748,9	84,779,2	22,949,0	4,296,3	106,758,5
Chemical.....	300,0	6,516,2	25,736,1	5,201,3	2,413,6	27,189,5
Merchants' Exch'g	600,0	183,3	5,061,8	1,038,9	468,5	5,797,6
Gallatin.....	1,000,0	1,715,0	8,249,8	1,176,2	578,3	6,853,8
Butchers'& Drov'rs'	300,0	72,6	1,081,5	275,9	107,8	1,269,5
Mechanics'& Trad's	400,0	114,1	1,999,0	219,0	169,0	1,974,0
Greenwich.....	200,0	169,3	1,008,0	105,6	229,6	992,4
Leather Manufac'rs	600,0	481,4	4,306,2	983,2	316,1	4,254,6
Seventh.....	300,0	164,2	3,037,4	740,0	226,8	4,003,2
State of New York..	1,200,0	514,3	4,394,8	357,0	335,9	3,668,0
American Exchang'e	5,000,0	2,584,2	27,165,0	4,326,0	1,620 0	22,596,0
Commerce.....	5,000,0	3,432,9	27,811,1	1,935,8	3,638,4	22,128,0
Broadway.....	1,000,0	1,561,0	6,911,5	1,361,2	155,1	6,404,6
Mercantile.....	1,000,0	1,010,9	12,274,3	3,198,0	788,5	13,707,3
Pacific.....	422,7	487,3	3,265,7	397,9	392,2	3,502,8
Republic.....	1,500,0	876,1	20,967,5	5,437,9	707,5	23,623,3
Chatham.....	450,0	982,1	6,588,1	760,9	797,6	6,651,7
People's.....	200,0	290,4	2,278,9	326,9	370,2	2,830,4
North America.....	1,000,0	530,8	11,720,4	2,493,6	801,0	13,329,7
Hanover.....	1,000,0	2,521,5	28,280,3	11,614,7	2,677,6	50,386,4
Irving.....	500,0	369,5	4,243,0	785,2	505,9	4,700,0
Citizens'.....	600,0	366,2	2,990,0	527,8	114,0	3,016,7
Nassau.....	500,0	263,2	2,769,0	365,7	310,0	3,015,6
Market & Fulton..	600,0	953,1	6,515,1	1,193,4	628,7	7,080,5
Shoe & Leather....	1,000,0	155,0	3,669,9	707,6	362,5	4,216,2
Corn Exchange....	1,400,0	1,788,9	14,840,2	2,860,2	1,192,0	16,250,2
Continental.....	1,000,0	603,0	5,226,6	1,268,7	391,8	6,363,5
Oriental.....	300,0	400,4	1,996,5	153,1	332,8	1,940,0
Importers' & Trad'rs	1,500,0	5,648,2	24,332,0	4,531,0	1,464,0	24,156,0
Park.....	2,000,0	3,209,2	46,050,0	13,418,0	2,661,0	57,766,0
East River.....	250,0	149,9	1,407,4	308,3	128,0	1,420,5
Fourth.....	3,000,0	2,046,1	25,915,1	5,911,3	1,525,2	28,716,3
Central.....	1,000,0	485,7	10,544,0	2,938,0	979,0	12,919,0
Second.....	300,0	735,2	7,703,0	1,706,0	498,0	8,830,0
Ninth.....	750,0	166,8	3,105,5	591,4	221,9	3,402,6
First.....	500,0	7,707,6	37,978,2	7,752,7	1,142,4	33,086,7
N. Y. Nat'l Exch'ge	300,0	63,7	2,311,5	161,4	505,5	2,516,0
Bowery.....	250,0	664,4	3,167,0	564,5	423,5	3,656,0
New York County..	200,0	407,3	3,309,6	574,4	287,2	3,818,8
German American..	750,0	306,6	3,401,6	673,3	247,7	3,477,4
Chase.....	1,000,0	1,412,5	38,002,0	8,339,7	4,748,6	48,595,6
Fifth Avenue.....	100,0	1,175,0	8,173,9	2,074,7	478,2	9,488,5
German Exchange..	200,0	551,2	2,384,6	257,7	512,2	3,126,7
Germania.....	200,0	757,2	3,011,4	569,7	305,2	4,413,8
Lincoln.....	300,0	788,7	9,218,8	2,270,8	668,2	10,875,9
Garfield.....	200,0	920,5	6,186,0	1,379,4	399,3	7,297,2
Fifth.....	300,0	329,2	2,224,3	501,8	110,2	2,417,5
Bank of the Metrop	300,0	874,1	5,684,3	1,273,8	363,1	6,434,9
West Side.....	200,0	380,2	2,517,0	414,0	338,0	2,918,0
Seaboard.....	500,0	523,5	10,704,0	2,070,0	1,150,0	12,955,0
Western.....	2,100,0	1,096,8	33,269,5	8,826,8	1,298,8	40,166,9
First Nat. B'klyn..	300,0	507,5	4,351,0	451,1	795,8	4,738,0
Nat. Union Bank..	1,200,0	1,205,7	16,307,7	3,939,0	474,3	17,768,4
Liberty.....	500,0	407,2	3,914,2	984,9	269,5	4,988,1
N. Y. Prod. Exch'ge	1,000,0	341,1	3,812,0	510,4	344,3	3,813,4
Bk. of N. Amsterdam	250,0	344,9	3,609,5	870,6	147,8	3,955,5
Astor.....	250,0	163,0	3,761,2	632,6	302,0	3,900,7
Total.....	58,922,7	77,382 6	753,080,5	1655748	55,011,6	849,903,2

† June 24, 1899.

Reports of Non-Member Banks.—The following is the statement of condition of the non-member banks for the week ending August 5, based on averages of the daily results *We omit two ciphers (00) in all cases.*

Banks. (000s omitted.)	Capital.	Surplus.	Loans & Investments.	Specie.	Leg. T & B'k Notes.	Deposit. with Clear'g Agent.	Deposit. with Other Bks. &c	Net Deposits.
New York City. Borough of Manhattan.	$	$	$	$	$	$	$	$
Colonial.....	100,0	86,5	1,000,8	24,1	56,7	96,5	.....	1,049,9
Columbia.....	300,0	207,3	2,112,0	82,0	68,0	180,0	5,0	2,104,0
Eleventh Ward....	100,0	124,2	1,356,2	42,7	51,8	293,8	.....	1,612,8
Fourteenth Street.	100,0	57,1	1,108,0	15,5	88,1	213,0	.....	1,324,0
Gansevoort.....	200,0	19,5	729,9	7,1	41,9	26,1	74,7	708,1
Hamilton.....	200,0	97,5	1,277,0	50,0	89,0	72,0	.....	1,346,0
Hide & Leath. Nat.	500,0	230,3	2,400,0	143,6	255,5	146,5	.....	1,880,9
Home.....	100,0	87,8	596,1	58,1	32,3	65,0	7	623,2
Mount Morris.....	250,0	87,5	1,866,2	66,7	84,8	145,7	52,0	2,151,2
Mutual.....	200,0	117,8	1,173,0	24,8	100,8	211,3	183,9	1,385,2
Nineteenth Ward..	100,0	32,9	888,4	28,8	93,9	123,1	115,2	1,242,7
Plaza.....	100,0	130,7	1,892,0	94,0	59,0	189,5	.....	2,027,0
Riverside.....	100,0	107,3	855,0	14,8	40 5	65,2	.....	855,0
State.....	100,0	134,4	2,134,0	142,0	84,0	145,0	141,0	2,510,0
Twelfth Ward.....	200,0	112,4	1,136,3	17,6	147,9	52,6	69,5	1,017,1
Twenty-third W'd.	100,0	54,7	928,7	37,7	92,4	74,5	87,6	1,106,8
Union Square.....	200,0	311,5	2,425,5	48,8	218,9	294,5	.....	2,782,1
Yorkville.....	100,0	160,3	1,537,3	100,0	75,2	109,2	42,0	1,613,0
Borough of Brooklyn.								
Bedford.....	150,0	121,7	1,195,5	27,6	53,0	49,5	100,0	1,305,1
Broadway.....	100,0	132,2	1,352,7	26,9	105,1	148,7	.....	1,453,2
Brooklyn.....	300,0	163,8	1,234,7	59,7	42,8	118,4	31,9	1,192,3
Eighth Ward.....	100,0	37,3	313,4	6,1	27,1	49,4	24,0	311,3
Fifth Avenue.....	100,0	57,2	591,6	27,0	93,5	47,5	10,8	538,5
Kings County.....	150,0	97,3	768,9	40,2	26,4	101,2	.....	799,1
Manufact'rs' Nat'l	252,0	428,6	2,256,0	239,5	258,3	517,6	.....	2,743,5
Mechanics.....	500,0	406,2	3,030,8	164,4	138,3	263,1	.....	3,157,3
Mech's' & Trad'rs	100,0	197,4	928,3	27,2	45,0	121,1	8,3	902,6
Nassau National..	300,0	550,0	3,810,0	156,0	232,0	506,0	37,0	3,956,0
National City.....	300,0	544,9	2,712,0	145,0	255,0	471,0	193,0	3,284,0
North Side.....	100,0	107,0	680,4	13,9	58,8	51,7	.....	624,5
People's.....	100,0	121,4	915,5	29,9	34,5	42,4	33,0	914,4
Schermerhorn	100,0	62,6	553,5	26,5	21,6	66,2	51,0	573,7
Seventeenth Ward	100,0	70,7	473,4	8,9	27,9	56,3	1,6	390,0
Sprague National..	200,0	218,3	1,127,0	93,8	5,0	226,0	23,5	1,100,0
Twenty-sixth W'd.	100,0	55,0	501,5	5,2	22,6	80,3	4,7	516,0
Union.....	100,0	56,1	343,7	7,5	14,9	30,4	56,0	298,8
Wallabout.....	100,0	37,4	557,1	13,5	36,1	50,4	148,4	672,6
Bor. of Queens. Queens Co. (L.I.C.	100,0	164,6	2,028,2	111,9	144,0	248,9	135,8	2,449,0
Borough of Richmond.								
Bank of Staten Isl.	25,0	50,4	464,7	15,2	20,5	94,4	7	537,2
1st Nat., Staten Isl	100,0	75,5	676,9	18,4	27,5	147,2	.....	698,2
Other Cities.								
1st Nat., Jer. City.	400,0	728,3	4,400,2	138,5	275,1	470,2	11150	5,794,0
Hud. Co. Nat. J. C.	250,0	534,3	2,169,3	76,9	81,7	183,6	62,6	1,821,5
2d Nat., Jer. City..	250,0	386,5	1,343,6	44,6	40,2	178,2	.....	1,083,9
3d Nat., Jer. City..	200,0	208,9	894,4	33,5	74,1	117,8	72,3	894,2
1st Nat., Jer. City..	110,0	433,6	1,758,2	111,9	19,6	84,3	336,5	1,776,8
1st Nat., Hoboken.	125,0	86,8	881,2	50,8	42,1	68,7	33,8	853,8
Totals Aug. 5..	7,862,0	8,250,7	69,397,1	2,718,8	3,703,2	7,023,8	3,210,5	68,580,5
Totals July 29..	8,047,9	8,259,7	69,708,0	2,816,3	3,950,0	7,120,1	2,824,5	68,124,3
Totals July 22..	8,047,9	8,259,7	64,110,0	2,368,1	4,015,1	7,388,2	2,848,4	69 331,2

New York City, Boston and Philadelphia Banks.—Below we furnish a summary of the weekly returns of the Clearing-House Banks of New York City. Boston and Philadelphia.

BANKS	Capital & Surplus.	Loans.	Specie.	Legals.	Deposits.†	Circ'l'n.	Clearings
N. Y.*	$	$	$	$	$	$	$
July 15..	136,305,3	776,672,2	1763182	56,107,0	886,905,8	13,626,0	11968064
" 22..	136,305,3	767,842,6	1786538	57,122,8	874,882,0	13,603,4	980,471,9
" 29..	136,305,3	759,509,1	1694124	56,934,4	862,142,7	13,575,8	875,946,1
Aug. 5.	136,305,3	753,080,5	1655748	55,011,6	849,903,2	13,755,8	10298695
Bos.*							
July 22.	68,587,3	211,096,0	21,046,0	7,712,0	251,500,0	4,883,0	155,149,6
" 29.	68,587,3	209,699,0	20,826,0	7,817,0	241,561,0	4,944,0	133,776,3
Aug. 5..	68,587,3	210,192,0	20,070,0	7,419,0	238,335,0	5,000,0	126,608,3
Phila.*							
July 22..	35,388,0	148,210,0	49,361,0		178,417,0	5,608,0	85,986,0
" 29..	35,388,0	148,854,0	47,584,0		177,057,0	5,610,0	63,814,8
Aug. 5	35,388,0	149,087,0	47,244,0		175,551,0	5,636,0	85,807,9

* *We omit two ciphers in all these figures.*
† Including for Boston and Philadelphia the item "due to other banks."

STOCK EXCHANGE CLEARING HOUSE TRANSACTIONS.—The subjoined statement includes the transactions of the Stock Exchange Clearing-House from July 31 down to and including Friday, August 11; also the aggregate for January to July, inclusive, in 1899 and 1898.

STOCK EXCHANGE CLEARING HOUSE TRANSACTIONS.

	—Shares, both sides.—		——Balances, one side.——			Sheets
	Cleared.	Total Value.	Shares.	Value Shares.	Cash.	Cleared.
1898—		$		$	$	
January..	25,989,000	2,064,200,000	3,211,700	225,800,000	1,895,000	6,970
February.	28,143,100	2,245,100,000	3,752,900	272,000,000	2,302,900	6,653
March.....	33,562,700	2,692,800,000	3,587,000	240,700,000	3,562,600	7,881
April......	20,241,100	1,691,900,000	2,070,000	147,800,000	2,330,800	6,730
May.......	30,190,100	2,451,100,000	3,734,400	263,500,000	2,468,800	7,131
June......	32,365,200	2,502,400,000	4,142,800	285,900,000	2,678,000	7,711
July.......	15,731,900	1,273,500,000	2,125,900	153,200,000	1,430,900	6,362
7 mos....	186,223 100	14,921,000,000	22,624,700	1,588,200,000	16,679,000	49,441
1899—						
January.	75,000,300	5,413,800,000	10,529,800	751,100,000	6,526,000	8,330
February.	50,286,900	4,114,700,000	7,149,200	568,100,000	5,994,700	6,860
March.....	52,579,100	4,926,700,000	7,568,600	681,200,000	7,057,000	8,323
April......	48,830,300	4,487,121,000	6,930,800	618,700,000	6,473,600	7,720
May.......	44,720,400	4,211,000,000	6,193,500	537,900,000	7,058,300	7,979
June......	33,654,320	3,242,100,000	4,678,200	436,700,000	3,818,700	7,943
July.......	26,423,900	2,446,500,000	3,942,400	336,100,000	2,360,700	6,633
7 mos....	331,494,120	28,811,921,000	46,992,500	3,929,800,000	39,286,000	53,788

	—Shares, both sides.—		——Balance, one side.——			Sheets
	Cleared.	Total Value.	Shares.	Value Shares.	Cash.	Cleared
1899.		$		$	$	
July 31..	1,987,500	167,700,000	293,600	25,200,000	165,600	368
Aug. 1..	1,615,400	140,000,000	265,200	21,800,000	149,600	374
" 2..	1,758,400	144,600,000	284,700	21,900,000	134,900	377
" 3..	1,432,100	133,900,000	216,600	19,400,000	96,500	364
" 4..	1,114,700	103,300,000	163,600	14,700,000	88,400	354
Tot.wk.	7,908,100	692,500,000	1,223,700	103000,000	635,000	1,837
Wklastyr	4,625,600	374,100,000	651,100	48,100,000	434,400	1,656
Aug. 7..	1,690,100	149,600,000	239,100	20,500,000	164,500	370
" 8..	1,005,600	92,700,000	156,600	13,500,000	82,200	350
" 9..	704,400	63,200,000	115,800	9,500,000	61,300	319
" 10..	942,000	84,100,000	135,100	11,300,000	74,100	331
" 11.	1,043,000	88,300,000	167,500	13,600,000	67,000	341
Tot. wk.	5,385,100	477,900,000	814,100	68,400,000	449,100	1,711
Wkl'tyr	9,066,600	674,700,000	1,289 300	90,600,000	613,800	1,841

Breadstuffs Figures Brought From Page 349.—The statements below are prepared by us from the figures collected by the New York Produce Exchange. The receipts at Western lake and river ports for the week ending Aug. 5, and since Aug. 1. for each of the last three years, have been:

Receipts at—	Flour.	Wheat.	Corn.	Oats.	Barley.	Rye.
	Bbls.196 lbs	Bush.60 lbs	Bush.56lbs	Bush.32lbs	Bush.48lbs	Bu.56 lb
Chicago......	87,091	424,845	2,772,550	3,748,617	103,150	43 071
Milwaukee..	67,725	215,600	248,200	138,000	45,050	9,100
Duluth	215,670	598,911	67,219	8,381	15,481	11,254
Minneapolis.	2,622	871,470	64,480	92,400	....	....
Toledo.......	12,900	1,193,464	255,681	121,600	25,000	19,711
Detroit	3,400	121,817	50,876	81,158	1,400	6,939
Cleveland ...	....	187,444	172,276	156,328	....	...
St. Louis	31,885	549,850	696,010	184,120	....	3,984
Peoria	9,900	4,550	255,250	313,250	3,000	600
Kansas City.	....	589,000	265,000	79,000	....	...
Tot.wk.'99.	431,193	4,749,951	4,847,542	4,875,824	193,084	94,659
Same wk.'98.	281,061	2,866,807	3,345,838	2,703,417	49,455	237,459
Same wk.'97.	250,423	5, 90,157	6,038,961	5,127,450	158,756	276,281
Since Aug. 1.						
1899........	431,193	4,749,951	4,847,542	4,875,824	193,084	94,659
1898........	281 061	2,866,807	3,345,838	2,703,417	49 455	237,459
1897........	250,423	5,090,157	6,038,961	5,127 450	158,756	276,281

The receipts of flour and grain at the seaboard ports for the week ended Aug. 5, 1899, follow:

Receipts at—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York............	121,713	685,275	1,280,175	818,600	132,300	23,400
Boston..............	49,674	268,803	525,804	410,883	16,008	.
Montreal	70,486	427,554	397,615	61,317	16,400	19,000
Philadelphia	38,266	230,525	952,550	87,896	800	900
Baltimore	114,012	449,506	1,089,699	104,100	....	3,451
Richmond	2,381	11,580	39,516	4,900	....	....
New Orleans*.......	20,799	112,300	277,250	35,385	....	....
Newport News......	51,736	40,000	360,175	....	....	....
Norfolk..............	5,648	....	....	....	....	....
Galveston...........	....	421,000	40,000	18,000	....	....
Portland, Me........	6,457	72,986	75,851	134,150	....	....
Pensacola...........	150	....	10,446	....	....	....
Total week......	481,317	2,714,479	5,049,081	1,667,531	165,508	46,751
Week 1898..........	408,970	1,992,527	3,180,463	1,188,305	97,750	195,424

*Receipts do not include grain passing through New Orleans for foreign ports on through bills of lading.

Total receipts at ports from Jan. 1 to Aug. 5 compare as follows for four years:

Receipts of—		1899.	1898.	1897.	1896.
Flour	bbls	12,258,620	11,094,891	9,784,673	8,217,723
Wheat..............	bush.	67,278,172	62,605,048	30,476,004	30,835,853
Corn	"	112,560,786	130,730,316	110,200,221	46,231,881
Oats	"	48,626,498	60,200,164	45,135,953	39,542 567
Barley...............	"	3,297,458	8,044,917	7,003,739	4,505,952
Rye..................	"	3,876,496	9,142,262	5,453,897	1,749,963
Total grain....	"	235,639,410	265,722,807	198,269,814	122,865,716

The exports from the several seaboard ports for the week ending Aug. 5, 1899, are shown in the annexed statement:

Exports from—	Wheat, bush.	Corn bush.	Flour, bbls.	Oats, bush.	Rye, bush.	Peas, bush.	Barley, bush.
New York......	523,126	788,270	104,115	269,045	63,755	6,668	302,468
Boston........	520,242	521,982	30,166	179,326	....	....	.. ....
Portland, Me.	72,986	75,851	6,457	134,150	....	8,449	....
Philadelphia..	283,665	1,213,321	27,918	125,531	....	....	....
Baltimore......	492,686	861,979	79,962	....	....	....	....
New Orleans..	288,000	321,585	2,721	36	....	....	....
Norfolk........	....	....	5,643	....	....	....	....
Newp'rt News	40,000	360,175	51,736	120,000	....	.....	....
Montreal.......	551,839	499,137	62,345	118,488	....	350	16,460
Galveston	344,246	60,200	....	....	....	....	....
Pensacola	....	10,446	150	....	....	....	....
Total week..	3,116,790	4,713,946	371,213	946,576	63,755	15,467	318,928
Same time '98.	2,424,025	2,740,200	225,438	811,001	85,093	67,083	1,875

The destination of these exports for the week and since September 1, 1898, is as below.

Exports for week and since Sept. 1 to—	Flour. Week Aug. 5. bbls.	Flour. Since Sept. 1, 1898. bbls.	Wheat. Week Aug. 5. bush.	Wheat. Since Sept. 1, 1898. bush.	Corn. Week Aug. 5. bush.	Corn. Since Sept. 1, 1898. bush.
United Kingdom	274,039	10,819,831	1,816,939	70,194,020	2,264,345	77,308,382
Continent.........	34,987	2,497,773	1,299,851	51,393,000	2,374,703	87,035,184
S. & C. America.	13,366	1,148,573	....	198,166	1,930	174,810
West Indies.....	35,435	1,220,239	....	....	48,867	991,505
Br. N. Am. Colo's	6,436	229,565	....	..	21,301	317,028
Other countries..	6,950	405,846	....	638,269	1,800	1,327,519
Total . ..	371,213	16,321,827	3,116,790	122,423,464	4,712,946	167,154,478
Total 1898.......	225,438	13,093,304	2,424,025	121,328,993	2,740,200	188,987,174

The visible supply of grain, comprising the stocks in granary at the principal points of accumulation at lake and seaboard ports, Aug. 5, 1899, was as follows:

In store at—	Wheat, bush.	Corn, bush.	Oats, bush.	Rye, bush.	Barley, bush.
New York............	4,182,000	1,153,000	564,000	94,000	63,000
Do afloat... ...	25,000	....	69,000	....	20,000
Boston................	603,000	656,000	256,000	....	....
Philadelphia..........	215,000	1,432,000	144 000	61,000	....
Baltimore....	1,538 000	909,000	157,000	43,000	....
New Orleans	357,000	164,000	....	....	....
Galveston	1,016,000	120,000	....	....	....
Montreal......	170,000	115,000	248,000	2,000	17,000
Toronto	68,000	....	10,000	....	13,000
Buffalo....	1,600,000	335,000	261,000	72,000	109,000
Do afloat.......	....	....	....	....	....
Toledo	1,925,000	685,000	61,000	6,000	....
Do afloat.......	....	....	....	....	....
Detroit....	349,000	30,000	9,000	8,000	....
Do afloat......	....	....	....	....	....
Chicago...	5,819,000	2,563,000	1,143,000	150,000	5,000
Do afloat......	....	....	....	....	....
Milwaukee...........	58,000	3,000	....	....	10,000
Do afloat, ...	....	....	....	....	....
Ft.Will'm& Pt. Arthur	2,017,000	....	....	....	....
Duluth	4 105,000	227,000	90,000	43 000	20,000
Do afloat.......	....	....	....	....	....
Minneapolis.	8,121,000	202,000	23,000	8,000	4,000
St Louis....	1,505,000	100,000	24,000	3,000	....
Do afloat.......	....	....	....	....	....
Kansas City..........	1,455,000	27,000	11,000	1,000	....
Peoria................	2,000	25,000	225,000	....	....
Indianapolis.........	664,000	79,000	18,000	....	....
On Mississippi River.	....	110,000	30,000	....	....
On Lakes.............	488,000	1,365,000	735,000	102,000	60,000
On canal and river. ..	730,000	43,000	433,000	....	90,000
Total Aug. 5, 1899..	37,042,000	10,343,000	4,511,000	593,000	416,000
Total July 29, 1899..	36,132,000	11,646,000	3,794,000	587,000	532,000
Total Aug. 6, 1898..*	8,254,000	17,920,000	3,352,000	437,000	298,000
Total Aug. 7, 1897..*	17,650,000	16,511,000	6,551,000	1,642,000	831,000
Total Aug. 8, 1896 .*	46,429,000	12,218,000	6,945,000	1,626,000	639,000

* Exclusive of New Orleans, Galveston, Ft. William and Port Arthur, but including Albany, Oswego and Cincinnati, now omitted.

NOTE.—Beginning July 1, 1899, the New York Produce Exchange has changed its Visible Supply Statement by including stocks at New Orleans, Galveston, Ft. William and Pt. Arthur (previously omitted) and leaving out Albany Oswego and Cincinnati, formerly included.

Auction Sales.—By Messrs. Adrian H. Muller & Son:

Shares.

1 N. Y. Mutual Gas L. Co..276
3 Standard Gas L. Co. pf..140
3 Standard Gas L. Co.com.112⅛
3 Washington Trust Co....321
1,000 Mollie Gibson Consol. Mining & Milling Co.,$5 each............26c. per share
250 Stand'd Steel & Iron Co.. 3
75 Calumet Canal & Imp't Co.......................... 11
2,500 Argentum Juniata Mining Co, $2 each.26c.p.sh.
13 Trust Co. of Amer..296-298¼
20 Music Hall Co. of N. Y.. 11
9 Niagara Junc. Ry. pref... 51
38 Nat. Butchers' & Drovers' Bank................ 88½
5 Bank of N. Y., N. B. A...264
25 Fourth National Bank..193⅝

Shares.

40 Farmers' Loan & Tr. Co. 1441
75 Metropolitan Trust Co...456
101 U. S. Mortgage & Trust Co..............538¾ to 540½
25 U. S. Trust Co....1620 to 1621
45 Williamsburg Trust Co..227
120 International Banking & Trust Co.......167½-175

Bonds.

$300 Col. Mid. Ry. 4% scrip. $235
$5,000 Indiana Nat. & Illum. Gas Co. 1st 6s, 1908, M&N. 65
$5,000 receipt for sub. install. of Kern Incandescent Gas L. Co., pref., stock being 25 per cent of subscrip.. 50
$10,000 Mannesmann Cycle Tube Works 1st M. 6s...... 7

Banking and Financial.

36 NASSAU STREET, NEW YORK.

FISK & ROBINSON

BANKERS

INVESTMENT SECURITIES.

HARVEY EDWARD FISK. GEORGE H. ROBINSON, Member N. Y. Stock Exchange.

GEORGE BARCLAY MOFFAT. ALEXANDER M. WHITE, JR.

MOFFAT & WHITE,

BANKERS

No. 1 NASSAU STREET, - - - NEW YORK.

INVESTMENT SECURITIES

Spencer Trask & Co.,

BANKERS.

27 & 29 PINE STREET, - - - - NEW YORK.

Transact a general banking business, act as Fiscal Agents for corporations, and negotiate security issues of railroads and other companies. Execute commission orders and deal in

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Members N. Y. Stock Exchange. Branch Office. 67 State St. Albany

Bankers' Gazette.

DIVIDENDS.

Name of Company.	Per Cent.	When Payable.	Books closed. (Days inclusive.)
Railroads (Steam).			
Chestnut Hill	1½	Sept. 4	—— to ——
Cleve. & Pittsb., guar. (quar.)	1¾	Sept. 1	Aug. 11 to Sept. 1
Ft. Wayne & Jack., pref.	2¾	Sept. 1	Aug. 19 to Sept. 1
Mexican Northern (quar.)	1	Sept. 2	Aug. 16 to Sept. 4
North Pennsylvania (quar.)	2	Aug. 25	Aug. 10 to Aug. 20
St. Louis & San Fran., 2d pref.	1	Sept. 2	Aug. 22 to Sept. 1
St. Paul & Duluth pref.	3½	Sept. 1	Aug. 11 to Aug. 31
Street Railways.			
Chicago Union Trac. (quar.)	1½	Aug. 15	Aug. 6 to Aug. 14
Philadelphia Co. (Pittsb.) pref.	2½	Sept. 1	Aug. 27 to Sept. 1
Miscellaneous.			
American Linseed, pref. (quar.)	1¾	Sept. 15	Aug. 26 to Sept. 15
American Radiator, pref. (quar.)	1¾	Aug. 15	Aug. 11 to Aug. 15
Cons'l'd Rubber Tire, pref. (qu.)	1½	Sept. 1	Aug. 20 to Sept. 1
Park Steel, pref. (quar.)	1¾	Sept. 1	Aug. 20 to Aug. 31
Welsbach Commercial, pref. (qu.)	1	Sept. 8	Sept. 2 to Sept. 8

WALL STREET, FRIDAY, AUG. 11, 1899.—5 P. M.

The Money Market and Financial Situation.—Business at the Stock Exchange this week has been largely in the hands of the professional element. Their operations have been facilitated by an easier money market, by the absence of representatives of leading financial interests from the Street and by steadily increasing evidence that values are not unlikely to be unfavorably disturbed in the near future. In other words, speculators have been active because they have had less difficulty in borrowing money than of late, because they have had but little opposition to their efforts to manipulate the markets, and because the possibilities of damage to maturing crops are rapidly disappearing. The Government monthly crop report places the estimate of spring wheat somewhat lower than that of last month, but shows the condition of corn to be better and nearly up to that of 1896, which was the largest crop on record. It is now pretty well assured that the grain-carrying roads will have all the traffic they can handle with their present facilities during the coming year, and it is reported that some of them, anticipating the needs of the near future, have recently placed large orders for new freight carr.

The London money market is somewhat easier, and the Bank of England rate, which it was generally supposed would be raised this week, remains at 3½ per cent. This is understood to foreshadow a peaceful settlement of the Transvaal question, which seems to be nearing a crisis of some sort. Rates for foreign exchange have been lower than for several months past, and this among other things has had a favorable effect upon the local money market. Outside funds have been freely offered here, call loan rates have declined, and to-morrow's bank statement is looked for with interest.

The open market rates for call loans on the Stock Exchange during the week on stock and bond collaterals have ranged from 2¼ to 4 per cent. To-day's rates on call were 2½ to 3½ per cent. Prime commercial paper quoted 4¼ per cent.

The Bank of England weekly statement on Thursday showed an increase in bullion of £303,425, and the percentage of reserve to liabilities was 44·78, against 43·89 last week; the discount rate remains unchanged at 3½ per cent. The Bank of France shows an increase of 2,975,000 francs in gold and a decrease of 3,900,000 francs in silver.

The New York City Clearing-House banks in their statement of Aug. 5 showed a decrease in the reserve held of $5,760,400 and a surplus over the required reserve of $8,110,600, against $10,811,125 the previous week.

	1899. Aug. 5.	Differen'sfr'm Prev. week.	1898. Aug. 6.	1897. Aug. 7.
	$	$	$	$
Capital	58,922,700	.....	59,022,700	59,022,700
Surplus	77,382,600	.....	75,292,300	74,363,900
Loans & disc'nts	753,060,500	Dec. 6,428,600	649,499,800	549,562,400
Circulation	13,755,800	Inc. 180,000	14,273,800	13,384,700
Net deposits	849,903,200	Dec. 12239500	757,051,600	626,232,300
Specie	165,574,800	Dec. 3,827,600	168,988,000	99,129,800
Legal tenders	55,011,600	Dec. 1,9: 2,800	60,167,900	105,430,400
Reserve held	220,586,400	Dec. 5,760,400	229,155,900	197,560,200
Legal reserve	212,475,800	Dec. 3,059,875	189,262,900	156,558,075
Surplus reserve	8,110,600	Dec 2,700,525	39,893,000	41,002,125

NOTE—Returns of separate banks appear on page 318.

Foreign Exchange.—The foreign exchange market declined during the early part of the week to the lowest quotations recently made, but was a trifle firmer before the close on Wednesday and steady to firm on Thursday, with a limited business recorded. To-day's market was easier.

To-day's actual rates of exchange were as follows: Bankers' sixty days' sterling, 4 82½@4 82¾; demand, 4 86@4 86¼; cables, 4 86¾@4 87; prime commercial, sixty days, 4 82@4 82¼; documentary commercial, sixty days, 4 81¼@4 82½; grain for payment, 4 82½@4 82¾; cotton for payment, 4 81¼@4 81½; cotton for acceptance, 4 82@4 82¼.

Posted rates of leading bankers follow:

August 11.	Sixty days.	Demand.
Prime bankers' sterling bills on London	4 83 @4 83½	4 87
Prime commercial	4 82 @4 82¼	.....
Documentary commercial	4 81¼@4 82½	.....
Paris bankers' (francs)	5 21 11/16@5 21 7/8	5 19 3/8@5 18 11/16
Amsterdam (guilders) bankers	39 13/16@39 7/8	40 1/16@40 1/8
Frankfort or Bremen (reichmarks) b'kers	94 5/8@94 3/16	94 12/16@94 7/8

The following were the rates of domestic exchange on New York at the under-mentioned cities to-day: Savannah, buying 1-16 discount, selling 75c. per $1,000 premium; Charleston buying par, selling ⅛ discount; New Orleans, bank, 50c. premium; commercial, 75c. discount; Chicago, 30c. per $1,000 discount; St. Louis, 10c. per $1,000 discount; San Francisco, 10c. per $100 premium.

United States Bonds.—Sales of Government bonds at the Board include $11,000 4s, coup., 1907, at 113¾; $54,500 3s, coup., at 108½ to 108⅝; $800 ditto (small bonds) at 108, and $500 3s, reg., at 108. The following are daily closing quotations: *for yearly range see seventh page following.*

	Interest Periods.	Aug. 5.	Aug. 7.	Aug. 8.	Aug. 9	Aug. 10.	Aug. 11.
2s	reg. Q.-Mch.	*100½	*100½	*100½	*100½	*100¼	*100½
3s, 1918	reg. Q.-Feb.	*108¼	*108¼	*108¼	*108¼	*108¼	*108¼
3s, 1918	coup. Q.-Feb.	108¼	108¼	108⅜	108⅜	108½	108¼
3s, 1918, small.	reg. Q.-Feb.	.....	.....	.....	.....	.....	.....
3s, 1918, small.	c'p. Q.-Feb.	*108	108	*108	*108	*108	*108
4s, 1907	reg. Q.-Jan.	*112¼	*112¼	*112¼	*112¼	*112¼	*112¼
4s, 1907	coup. Q.-Jan.	*113	*113	*113	*113	*113¼	*113
4s, 1925	reg. Q.-Feb.	*129¾	*129¾	*129¾	*129¾	*129¾	*129¾
4s, 1925	coup. Q.-Feb.	*129¾	*129¾	*129¾	*129¾	*129¾	*129¾
5s, 1904	reg. Q.-Feb.	*111⅜	*111⅜	*111⅜	*111⅜	*111⅜	*111¼
5s, 1904	coup. Q.-Feb.	*111⅜	*111⅜	*111⅜	*111⅜	*111⅜	*111¼

*This is the price bid at the morning board; no *sale* was made.

Coins.—Following are the current quotations in gold for coins and bullion:

Sovereigns	$4 85 @ $4 88	Fine Silver bars	— 60¼ @ — 60½
Napoleons	3 85 @ 3 89	Five francs	— 93 @ — 96
X X Reichmarks	4 73 @ 4 80	Mexican dollars	— 48 @ — 49½
25 Pesetas	4 78 @ 4 83	Peruvian sols	— 42¾ @ — 43½
Span. Doubloons	15 50 @ 15 60	English silver	4 83 @ 4 88
Mex. Doubloons	15 50 @ 15 60	U. S. trade dollars	— 60 @ — 70
Fine gold bars	par @ ¼ prem.		

State and Railroad Bonds.—No sales of State bonds were reported at the Board this week.

Transactions in railway bonds were limited to an average of less than $1,700,000 par value per day, in which a few speculative issues were conspicuous. The market was irregular and changes are about evenly divided between higher and lower quotations. Kansas City Pittsburg & Gulf bonds were by far the most active, fluctuating over a range of 7 points and closing with a net gain of 3 points.

Colorado Fuel & Iron, Reading, and Southern Pacific 4s (when issued) were also among the strong features. The Atchison, Colorado & Southern, Union Pacific and Northern Pacific issues, unlike the stock of those companies, showed a tendency to decline.

In addition to the above the active list includes Baltimore & Ohio, Missouri Kansas & Texas, St. Louis & Iron Mountain, St. Louis Southwestern and Wisconsin Central bonds.

Stock and Bond Sales.—The following shows the volume of business in stocks and bonds on the New York Stock Exchange for the past week and since January 1.

Sales	Week ending Aug. 11.		Jan. 1 to Aug. 11.	
N. Y. Stock Exch.	1899.	1898.	1899.	1898.
Government bonds	$66,800	$941,600	$7,261,820	$8,769,350
State bonds	.....	134,400	1,687,800	1,094,500
RR & misc. bonds	8,638,000	21,389,000	608,528,600	503,922,810
Total	$8,704,800	$22,465,000	$617,478,220	$513,786,660
Stocks—No. shares	2,103,619	2,620,415	113,413,399	85,617,065
Par value	$199,664,750	$258,337,450	$11,004,788,000	$8,951,114,025
Bank shares, par val	.....	$1,200	$317,950	$134,150

We add the following record of the daily transactions:

Week ending Aug. 11, 1899.	Stock. Shares.	Stock. Par value.	Railroad, &c. Bonds.	State Bonds.	U. S. Bonds.
Saturday	183,492	$17,346,200	$845,000	.....	$2,500
Monday	381,598	35,764,850	2,461,500	.....	8,300
Tuesday	992,795	97,170,950	1,879,500	.....	5,500
Wednesday	338,063	31,004,800	996,000	.....	25,500
Thursday	511,594	49,446,650	1,828,000	.....	23,000
Friday	396,147	38,931,350	1,128,500	.....	2,000
Total	2,103,619	$199,664,750	8,638,500	.....	$66,800

The sales on the Boston and Philadelphia Exchanges were

	Boston. Listed shares.	Boston. Unlisted shares.	Boston. Bond sales.	Philadelphia. Listed shares.	Philadelphia. Unlisted shares.	Philadelphia. Bond sales.
Saturday	13,557	4,666	$16,000	6,937	27,467	$124,000
Monday	38,926	10,027	48,000	19,705	26,805	214,400
Tuesday	42,441	8,669	98,000	10,499	39,918	148,100
Wed'n'sd'y	41,181	7,252	46,500	12,356	39,163	261,900
Thursday	40,294	8,887	119,055	15,307	21,264	114,200
Friday	28,955	6,414	100,965	6,811	38,953	244,750
Total	200,754	45,865	428,520	78,618	179,569	1,107,350

Railroad and Miscellaneous Stocks.—The stock market has been moderately active and generally firm, with the industrial issues more prominent than usual. Some of the low-priced railway stocks were conspicuous for activity and strength, including Pittsburg Cincinnati Chicago & St. Louis, which advanced over 6 points, Minneapolis & St. Louis, which advanced nearly 8 points, and Kansas City Pittsburg & Gulf, which was irregular. Atchison preferred was the most active stock on the railway list, and, with the grangers, anthracite coal and trans-continental issues, were strong during the week until to-day, when there was considerable irregularity throughout the list. The local traction stocks are exceptional in that they close lower than our last quotations.

As noted above, a large share of attention has been given to the miscellaneous list. The transactions in United States Leather amounted to over 120,000 shares on Thursday, when it advanced over 2 points. The Steel and Iron stocks, Anaconda Copper and American Sugar Refining were in demand at advancing prices. The Tobacco issues were active but irregular after the recent heavy advance; Consolidated Gas covered a range of 6½ points, and New York Air Brake a range of 5 points, on limited transactions.

New York Stock Exchange—A Daily, Weekly and Yearly Record.

STOCKS—HIGHEST AND LOWEST SALE PRICES. Saturday, Aug. 5.		Monday, Aug. 7.		Tuesday, Aug. 8.		Wednesday Aug. 9.		Thursday, Aug. 10.		Friday, Aug. 11.		STOCKS. N. Y. STOCK EXCH.	Sales of the Week. Shares	Range for year 1899. On basis of 100-sh're lots Lowest.	Highest.	Range for previous year (1898). Lowest.	Highest.
												Railroad Stocks.					
•18	19	•18	19	•18	19	•18	19	•18	19	•18	19	Ann Arbor...............	.....	14 Apr 29	18 J'ly 19	11 Apr	15 Feb
•40	41½	•40	41½	•40	41½	•40	41½	•40	41½	•41	41½	Do pref.	......	36 May 8	43½May 23	34 Jan	40½Feb
20¼	20⅜	20¼	20⅝	20⅛	20¾	20⅝	21	20⅞	21	20⅝	21	Atch. Topeka & Santa Fe.	9,925	17 May 9	24⅞Feb 23	10½Apr	19⅝Dec
62¾	63	62	63	62¾	63⅜	63	64⅛	64¼	64⅝	63⅝	64⅜	Do pref.	114,635	50⅝Jan 7	67 Feb 23	22⅞Mar	53⅝Dec
•48	49	47⅞	48	48	48	48	48	48	48⅜	48⅛	48½	Balt.&Ohio,vot.tr.certfs.	1,900	43⅞J'ne 22	61¼Apr 12	31 Oct	58⅝Dec
73	73¼	72½	73	72	72	‡71⅛	71⅞	72¼	72⅜	72½	72½	Do pref.	2,197	67⅛J'ne 21	79½Jan 27	68 Oct	79½Dec
114¼	115⅛	114⅛	115⅝	113⅞	115⅝	114⅝	115⅝	114⅛	115⅝	114⅛	115¼	Brooklyn Rapid Transit...	67,069	77⅝Jan 3	137 Apr 15	35 Mar	78⅞Dec
•32½	......	•32½	......	•32½	......	•32½	......	•32½	......	‡32¾	32¾	Buffalo Roch. & Pittsburg.	25	30¼Mar 24	35 Feb 4	25 Mar	34 Sep
•74¼	......	75	75	•74¼	......	•74¼	......	•74¼	......	•74¼	......	Do pref.	150	69 May 9	78 Jan 14	62 May	76½Sep
•97¼	98⅝	•97½	98	•97	98	•97	98	•97⅝	98¼	•97¼	98¼	Canadian Pacific.........	......	84⅝Mar 15	99½May 31	72 Apr	90½Jan
•53⅜	54	54	54	•53½	54½	‡53½	53½	53⅝	53⅝	•54	55	Canada Southern.........	237	50½J'ne 2	70 Jan 23	44½Mar	58 Dec
117	117	116½	116¾	117	118	118⅜	118⅞	118	118⅛	118	118¼	Central of New Jersey....	5,416	97 Jan 3	122¾Apr 22	83½Oct	99 Dec
54¼	54¼	54½	54⅜	53¾	54	54	54¼	54⅜	55	54⅛	55	Cent.Pac., Speyer&Co.ctfs	4,810	¶45¾May 9	¶55 Aug 2	....	....
27¾	27⅞	27½	27¾	27½	27⅞	27⅞	28	28	28¼	28	28⅜	Chesapeake & Ohio........	10,636	23¾May 31	31¼Feb 3	17½Mar	26⅜Dec
135¾	136⅝	135½	136¾	135¾	136½	136⅛	137¼	137¼	138⅛	136⅞	137⅞	Chicago Burl. & Quincy...	60,688	124½Jan 7	149⅛Feb 18	85⅞Mar	125½Dec
•	57¼	57	57¼	56⅜	57	......	......	•	57	56⅛	56⅜	Chicago Consol. Traction.	620	56⅛Aug 11	68⅝Apr 29	....	....
•78	77	•75	77	75	75	76	76½	77	77	•77	77½	Chicago & East. Illinois...	500	59⅝Jan 4	79½May 1	49 Apr	66 J'ne
•127	127½	•127	127½	•127	127½	•127	127½	•127	127½	•127	127½	Do pref.	......	112¾Jan 3	126 Aug 2	102 Jan	113½Feb
14⅜	14⅝	14½	14¾	14¼	14⅝	14⅛	14⅝	14⅝	15	15	15⅛	Chicago Great Western...	14,485	13 J'ne 1	20⅝Jan 23	9¼Feb	18 Aug
95	95¾	95⅞	95⅞	95¼	95½	95	96	96	97	97	98¾	Do 4 p.c. debentures.	12,700	88¾Jan 3	98¾Aug 11	71¼J'ly	85 Dec
•70⅝	72	70⅝	70¾	70¾	71½	71⅝	71¾	71½	72¼	71⅞	72¼	Do 5 p.c. pref. "A"...	1,930	50¾Jan 5	73½Feb 24	28 Mar	54 Dec
36¾	37⅜	37	37⅝	35⅜	36¾	36	36¾	36⅝	37⅜	36½	37⅜	Do 4 p.c. pref. "B"...	3,120	28 J'ne 22	37½Aug 2	20 Apr	32 Nov
9	9	8¼	8⅜	•8	9	•8⅛	9	9⅝	10	10	10⅛	Chic. Indianap. & Louisv..	2,300	7⅜Jan 6	12½Apr 25	7 Feb	11 J'ly
•41	42	40½	41	•40	41	•40	42	•40	43	•40	43	Do pref.	400	31 Jan 4	49 Apr 17	23 Apr	38½J'ly
130¾	131⅞	130⅝	131¼	131	131⅝	131⅛	132	131¾	132½	131⅝	132⅜	Chicago Milw. & St. Paul..	46,035	120½Jan 3	133⅛Aug 1	83½Apr	120⅝Dec
•174	175	‡174⅛	174⅛	‡173¾	174⅛	174	174	•173½	175	•173½	175	Do pref.	290	166½Jan 3	175¼Aug 1	140 Apr	166½Dec
160¼	161	161	161	160¼	160¾	161	161⅜	161½	161¼	•160¼	161¼	Chicago & North Western.	1,150	141¼Jan 4	166 Mar 29	118¼Mar	143½Dec
•193	198	•193	198	•193	198	•193	198	•193	198	•193	198	Do pref.	......	188 Jan 19	200 J'ne 27	163 Jan	191½Nov
117⅝	118⅛	117¼	118⅛	117¾	118¾	118¼	119	118⅞	119⅝	118⅛	119¼	Chicago Rock Isl. & Pac..	29,952	107½May 13	122½Jan 27	80 Mar	114⅞Dec
112	114	113¾	114	‡112¾	112¾	•113	114	•113½	114	•110	114	Chic. St. P. Minn. & Om...	1,285	91 Feb 8	114 Aug 5	65 Mar	94 Dec
•170	185	•170	185	•170	175	•170	185	•170	185	•170	185	Do pref.	......	170 Jan 16	182 J'ne 29	‡148 Jan	170 Nov
14	14	14	14½	•13	14	•13	14	14	14	•13	14	Chic. Terminal Transfer..	510	7½Jan 7	25¼Mar 27	4½Jan	9⅝Mar
‡46½	46½	45½	45½	45½	46	•46	47	46	46½	46⅝	47	Do pref.	1,850	36½Jan 3	56½Mar 27	22½Jan	37½Aug
57⅛	57¼	56⅞	57⅛	57⅜	57⅜	57⅛	57⅝	58	58⅛	57⅛	58¼	Clev. Cin. Chic. & St. L....	2,910	42½Jan 4	63⅞Apr 10	25 Mar	47½Aug
•97½	99½	99¼	99½	•99½	100	•99	99¾	•98½	99½	•98½	100	Do pref.	210	94 May 19	102⅜Jan 26	77½Mar	97 Dec
•9½	11	•9½	11	9½	9½	•8	11	•8	11	•10	11	Clev. Lorain & Wheeling..	100	9 J'ly 5	16⅜Jan 26	11½Mar	19½Jan
•37¾	41	•37¾	41	•37¾	41	•37¾	41	38	38	‡36¾	36¾	Do pref.	150	37½J'ne 23	45 Apr 26	43 Nov	53½Sep
......	......	......	......	•5	6	•5	6	•5	6	•5	6	Colorado Mid., vot. tr. ctfs.	......	7 Feb 6	9 Jan 9	5½J'ne	9 Dec
•16	17½	‡15	15	•16	17½	•16	17½	•16	17½	•16	17½	Do pref. vot. tr. ctfs.	10	15½J'ly 14	22½Jan 9	14 J'ne	20⅝Dec
5¼	5¾	5¼	5¾	5	5⅜	5	5	5	5	4⅞	5	Col. & Sou., listed May 24	3,337	4½J'ly 12	8⅞Jan 6	6⅜Nov	8⅜Dec
‡47	47	47	47	•46¾	48	‡46½	46½	46¾	47	46½	47	Do 1st pref. do	731	41⅜J'ne 16	58½Mar 17	43⅝Nov	50⅜Dec
•17½	18	•17⅛	18	•17½	18	17⅛	17⅛	•17½	18	17¼	17½	Do 2d pref. do	361	16 J'ne 2	25 Mar 22	14⅜Nov	20 Dec
122½	123	122	122½	123½	124	123¾	124⅜	124⅛	124⅜	123¾	124¼	Delaware & Hudson.....	5,029	106½Jan 3	125⅝Apr 20	93 Nov	114½Feb
178	178	175¼	176½	177	177⅞	177	177⅝	177	177	176⅜	178	Del. Lack. & Western...	3,800	157 Jan 7	181 Aug 2	140 Oct	159 Feb
21	21	•20¾	21½	21	21⅛	21	21	•21	21⅛	21	21	Denver & Rio Grande.....	1,610	18¼Jan 7	25⅝Apr 27	10 Apr	21½Dec
75½	75⅛	‡74¾	74¾	74⅞	75	74⅛	74⅛	74⅛	74¾	‡75½	75½	Do pref.	1,795	68¼Jan 11	80 Apr 27	40 Apr	71⅜Dec
•19⅝	20⅛	•19½	21	•20	21	•19⅞	21	20	20	•20	21	Des Moines & Ft. Dodge..	400	13¾J'ne 1	23½Jan 3	8¾Apr	23½Dec
•4	5	•4	5	•4	5	5	5⅜	......	......	5¼	5½	Dul. So. Shore & Atl......	1,810	3 Apr 11	5⅞Aug 9	2⅝Aug	3½Dec
•11	12	‡10	10	•10	11	11⅛	14	13⅛	13⅞	13¾	13¾	Do pref.	5,210	7¾Jan 20	14 Apr 22	5 Apr	8⅜Aug
•13¼	13¾	•13	13¾	13⅜	13⅜	•13	13¾	•13½	14	•13½	13⅞	Erie.....................	200	12½J'ne 23	16¼Jan 19	11 Apr	16¼Feb
•37	37½	‡37⅜	37⅜	37¼	37½	37¾	37⅞	37½	37¾	37¼	37¼	Do 1st pref.	2,132	33½J'ne 21	42 Jan 24	29½Apr	43⅜Feb
18⅛	18⅛	•17	19	•17	19	......	......	18¼	18¼	......	......	Do 2d pref.	300	16¼May 8	22½Jan 30	15½Apr	21⅝Feb
•39	40	•39	40	•39½	40	•39¼	40	‡40½	40½	‡39	39	Evansv. & Terre Haute ..	28	36 Mar 28	41½J'ne 9	22 May	41⅝Dec
•82	85	•82	85	•83	85	85	85	•84	90	•84	90	Do pref.	200	70 Jan 7	85 J'ne 13	40 Jan	72½Dec
......	......	......	......	......	......	......	......	......	......	•30	32	Flint & Pere Marquette..	......	17 Jan 4	32½May 15	10 Mar	18¾Nov
......	......	......	......	......	......	......	......	......	......	•57	66	Do pref.	......	43½Jan 3	65 May 19	36 Aug	49 Nov
......	......	......	......	‡14½	14½	14	14	......	......	......	......	Ft. W. & Den. C., stamped.	120	14 Aug 9	25 Jan 5	‡15 Nov	28 Mar
•24	25	•24	25	•24	25	24	24	•21	25	‡......	......	Ft. Worth & Rio Grande..	100	14 Feb 1	30 Mar 28	10 May	17½Dec
•166	168½	‡166½	166½	166¼	167¾	167	167	‡166½	166½	167	167½	Great Northern, pref....	1,074	142½Jan 6	195 Mar 13	†122 J'ly	180 J'ne
......	......	......	......	......	......	......	......	......	......	......	......	Gr'nB.&W.,debt cfs."B"	......	5 May 4	9 Jan 26	3½J'ly	7½Dec
24½	24½	•......	25	•23	25	•24	25	‡24	25	•24	25	Hocking Valley.........	431	22 J'ly 12	29 Apr 27	....	....
59¾	60	59½	60	59¾	59⅞	60	60	60	61	60⅞	61⅜	Do pref.	6,000	54½May 13	61⅜Aug 11	....	....
114½	114¾	114¼	114½	114¾	114¾	114¾	114¾	•114½	115	114¼	114½	Illinois Central..........	2,333	110 J'ne 1	122 Jan 23	96 Apr	115⅞Dec
•12½	13	•12⅝	13	‡12¼	12¼	12⅞	13	13⅛	13⅜	13⅛	13¼	Iowa Central.............	1,410	10½Mar 7	14 J'ly 22	7½Mar	11½Dec
‡53¼	53⅛	52	52¼	‡53	53	‡53½	53⅛	53⅛	54⅞	54¾	54⅞	Do pref.	2,355	42½May 31	54⅞Aug 10	25 Apr	42½Dec
•10½	15	•10½	15	•10½	15	•10½	15	•10½	15	•10½	15	Kanawha & Michigan...	......	7¾Jan 13	15 Mar 22	5½Oct	8 Dec
12¾	14	12¾	17½	12½	15¾	12¾	14	12⅛	14⅝	14	14½	Kan. City Pitts. & Gulf..	46,135	7 Mar 15	18 Jan 6	15 Apr	25½Dec
•3⅛	5	•3⅛	5	•3⅛	5	......	......	•3⅛	5	......	......	Keokuk & Des Moines....	......	3 May 9	5½Feb 1	3 Jan	5½J'ne
•18	19	•18	19	18	18	......	......	•17	18	......	......	Do pref.	100	15 Mar 2	18 J'ly 5	15 May	18½J'ne
......	......	......	......	......	......	......	......	......	......	......	......	Keokuk & Western.......	......	32 Jan 25	32 Jan 25	30 J'ne	34 Jan
•21	21½	•21	21⅜	21	21	21⅜	21⅜	21	21½	21	21	Lake Erie & Western....	1,250	14⅜J'ne 9	22½Jan 27	12 Oct	28½Aug
80¾	80¾	•79	81⅛	80	80½	81	81⅜	80	81⅜	•79	81	Do pref.	2,300	60 Jan 16	81½J'ly 28	53 Oct	83 Aug
•201½	210	•201½	210	•201½	210	•201½	210	•201½	210	•201½	210	Lake Sh. & Mich. South...	......	196½Jan 5	208 Jan 24	170⅝Jan	215 Dec
•69	72	•69	73	•69	72	•69	72	70	70	•65	71	Long Island..............	160	56½Jan 5	85 Apr 4	40 Jan	59½Aug
74⅝	75	74¼	75	74⅛	74½	74¼	74⅜	74⅝	75⅛	74¾	75⅜	Louisville & Nashville....	21,120	63 Mar 6	75⅝J'ly 31	44 Apr	65½Dec
117½	118	116⅞	117¾	117¼	118	117⅝	118⅜	117½	118¼	117	117¾	Manhattan Elev.,consol.	13,292	97 Jan 4	133⅜Apr 3	90 Oct	120½Jan
208½	209¾	207	208⅜	208¼	209½	209½	211	209¼	210	208⅝	209¼	Metropolitan Street.....	8,130	187⅝Jan 11	269 Mar 28	125½Mar	194⅜Dec
13⅛	13⅛	13⅜	13⅝	13⅜	13⅝	13⅝	13¾	13⅛	13¼	13⅛	13⅝	Do rights............	6,148	13⅜Aug 7	14⅛J'ly 31	....	....
......	......	•15	16	‡15	15	•15	15⅜	•15	15⅜	•15	15⅜	Met. West Side El. (Chic.)	70	14 Apr 25	16½J'ne 14	....	....
......	......	•56	58	•56	58	•56	58	•53	58	•55	57¼	Do pref.	......	44½May 5	58 J'ne 6	....	....
14⅝	14¾	14¼	14½	14⅜	14½	14⅛	14⅜	14⅞	15	15⅛	15⅞	Mexican Central..........	18,032	6 Jan 7	17½Apr 27	4½J'ne	7½Dec
•3¾	4	3⅝	3⅜	•2½	2⅞	3⅝	3⅜	3¾	3¾	3¾	5	Mexican Nat'l tr. rects...	18,465	1 Jan 6	5 Aug 11	⅜Dec	1⅛May
......	......	......	......	......	......	•111	......	......	......	......	......	Michigan Central..........	......	112 Jan 13	116 Jan 24	99½Mar	118 Dec
58⅜	59¼	59⅛	60¼	60¼	65⅜	65	68¼	66	67¼	66	67	Minneapolis & St. Louis...	14,823	35½Jan 6	67½Aug 10	24 Mar	38⅜Dec
93	93½	•93	93½	93½	96¾	96¾	97⅞	96½	96⅜	96⅜	96¾	Do 2d pref.	7,490	73½Jan 7	98 May 6	46 Mar	78½Dec
•23	25	•24	26	•23½	25	•22½	24½	•23	25	•23	24	Minn. St. P. & S. S. Marie.	......	8⅜Jan 24	37½May 18	6½Mar	7 Mar
64½	64½	•63½	66	•63	66	•63	66	•63½	66	•64	66	Do pref.	100	39 Feb 10	71 May 19	....	....
•12¾	12¾	•12¼	12¾	•12	13	•12¼	12⅝	12¼	12⅝	12⅛	13	Mo. Kansas & Texas	1,500	11⅜May 10	14⅞Jan 30	10 Apr	14½Jan
‡35⅝	35⅝	36	36	36⅛	36½	36⅜	36⅜	36⅞	37⅞	37½	38⅛	Do pref.	11,890	30½May 31	42½Apr 3	28⅜Mar	41 Jan
48⅛	48⅞	47¾	48⅜	48	48⅝	48⅜	48⅝	48⅜	49⅛	48⅝	49	Missouri Pacific...........	21,960	38⅜J'ne 1	52⅛Apr 4	22 Mar	46½Dec
•42	45	•43	45	44¾	44¾	44⅜	44⅜	44⅜	45½	•44¾	46½	Mobile & Ohio.............	410	32 Jan 3	49⅜Apr 17	24 Nov	32½Feb
•184¼	......	185	185	•184½	......	‡184¼	184¼	•184	......	‡184	184	Morris & Essex............	160	176 Jan 3	‡185 J'ne 1	‡167½Jan	‡180 Dec
138½	139	138⅜	139¼	138⅛	139	138⅜	139¼	139	139⅛	138⅛	139	N. Y. Central & Hudson..	11,688	121⅜Jan 3	144⅜Mar 29	105 Mar	124½Dec
•13	14	•13	14	•13	14	•13	14	•13	14	•13	14	N.Y. Chic. & St. Louis.	......	12 J'ne 29	19⅜Jan 23	11⅝Mar	15⅜Jan
•65	75	•65	75	•65	75	•65	75	•65	75	•65	75	Do 1st pref.	......	65 Mar 7	79 Jan 23	73 Feb	76 Jan
•31¼	35	•31	34	•31	35	•31	35	•31	35	•31	35	Do 2d pref.	......	29½May 24	41 Jan 23	28 Mar	40½Jan
......	......	......	......	......	......	......	......	......	......	......	......	New York & Harlem......	......	‡360 Jan 25	‡390 Mar 14	‡320 Jan	‡352 Oct
......	......	......	......	......	......	......	......	......	......	......	......	N. Y. Lack. & Western....	......	129½Jan 27	‡138½Mar 11	‡120 Apr	‡128 Nov
•215	218	•215	218	•215	218	‡214	214	•214	218	•215	218	N. Y. New Haven & Hart.	40	‡198 Jan 19	‡222 Apr 20	‡178½Jan	201 Dec
25⅞	26	25¾	26	25¾	26⅛	26¼	26½	26⅛	26⅜	26½	26¾	N. Y. Ontario & Western..	15,262	18⅜Jan 3	28½Mar 27	13⅜Apr	19½Dec
•21	21¾	21½	21¾	•21	21½	21⅛	21⅝	21⅜	21¾	21½	21⅞	Norfolk & Western........	4,915	17⅜Mar 17	22⅜Apr 27	11½Apr	19⅝Dec
71¾	72	71⅛	71⅜	72	72	71⅜	72¼	72⅛	72⅜	72¼	72½	Do pref.	6,053	61⅜Jan 6	73½Aug 2	42½Mar	63⅞Dec
51⅛	51⅞	51¼	53	52¼	53⅛	52¾	53½	53	53⅜	52⅞	53⅜	Nor. Pac. Ry., vot. tr. ctfs.	61,655	42⅝Jan 7	55½Feb 16	19 Feb	44½Dec
77¾	78	77⅝	78½	77¾	78⅜	78	78⅛	x77½	77½	77⅛	77⅛	Do pref.	10,133	73 J'ne 1	81½Jan 26	56⅜Mar	79⅞Sep
•40	45	•41	45	•41	47	41¾	44¾	46	47¾	• 46	46⅝	Or.RR.&N.Co.vot.tr.cfs.	3,643	33 J'ne 2	52 Jan 23	25½Jan	61½Aug
•74	77	•74	76½	•74	76½	•74	76	75	75	•75	77	Do pref., vot. tr. ctfs.	200	68¾J'ne 16	77 J'ly 6	65½Mar	78 Nov
•38½	39½	•38	40	39⅜	39½	39	41	41	44	44	44¾	Pacific Coast Co..........	1,870	38 May 11	51 Jan 26	34⅜J'ne	48½Sep
•83	89	•84	89	•84	89	•83	88	•84	88	•85	90	Do 1st pref...........	......	84½Apr 18	90 Feb 20	79 Dec	91 J'ne
•58½	60	•58	62	60	62½	62⅜	62⅜	62⅛	63	63⅛	63½	Do 2d pref...........	2,924	58½J'ly 5	67⅜Feb 21	57 Nov	69 Sep
135¾	136¼	135	135⅞	135⅜	136	135⅝	136⅜	136⅛	136⅝	136	136⅜	Pennsylvania..............	21,420	122½Jan 5	142 Jan 23	110⅜Mar	123½Dec
65½	68	68	69¼	68½	69½	69⅛	70	69⅝	72	71	71⅛	Pittsb. Cin. Chic. & St. L..	18,008	43 May 11	88 Jan 23	38⅜Jan	63⅞Dec
87⅛	87⅛	•88	90	•89	90	•88	90	•88	90	•89	90	Do pref.	1,492	80 Feb 10	93 Jan 23	57 Mar	94½Dec
•20⅛	20⅞	20¾	20⅞	20⅞	21⅛	21⅛	22⅜	21¾	22¾	22	22½	Reading, voting tr. ctfs..	15,720	19⅜May 18	25 Jan 24	15½Mar	23⅜Ja..
59	60¾	59¼	60⅛	59¾	60⅞	60⅝	61½	61	61⅜	60¾	61⅜	1st pref., vot. tr ctfs.	43,120	51⅜Jan 7	68½Apr 4	36 Mar	54½De.
32⅜	32½	33	33	32¾	33⅜	32¾	33⅜	33⅛	34	33⅛	34	2d pref., voting tr ctfs..	11,490	26½Jan 7	38½Mar 22	17⅝Oct	29 Jan

* Bid and asked prices; no sales on this day. ‡Less than 100 shares. † Ex div. and rights. ‡ Before payment of assmt. ¶ All assessts paid.

OUTSIDE SECURITIES (GIVEN AT FOOT OF 7 CONSECUTIVE PAGES).—*STREET RAILWAYS, &c.*

Street Railways.	Bid.	Ask.	Street Railways.	Bid.	Ask.	Street Railways.	Bid.	Ask.	Street Railways.	Bid.	Ask.
NEW YORK CITY.			Christ'p'r & 10th St-Stock	170	175	Ninth Avenue—Stock....	170	180	Westchest 1st 5s '43..J&J	‡110	114
Bleeck St & Ful F—Stock.	39	41	Col& 9th Ave 5s-See Stock	Exch l	ist.	Second Avenue—Stock...	203	220			
1st mort 7s 1900...J&J	101	102	Dry D E B & Bat—Stock..	......	155	1st mort 5s 1909..M&N	109	110	BROOKLYN.		
B'way & 7th Ave—Stock.	230	240	1st gold 5s 1932...J&D	116	......	Consol. 5s, 1948...F&A	119	122	Atlan. Ave., 1st 5s..A&O	‡107	......
1st mor 5s 1904...J&D	105	107½	Scrip 5s 1915.......F&A	102	105	Sixth Avenue—Stock.....	203	220	Con 5s g 1931.....A&O	112	115
2d mor 5s 1914....J&J	108	111	Eighth Avenue—Stock...	380	400	Sou Boulev 5s 1945..J&J	‡113	114	Impt 5s g 1934.....J&J	95	100
Con 5s 1943—See Stock	Exch l	ist.	Scrip 6s 1914..........	108	......	So Fer 1st 5s 1919..A&O	‡110½	112½	B. B. &W. E. 5s 1933.A&O	101	......
B'way Sur 1st 5s gu.1924	116	118	42d & Gr St Fer—Stock...	400	420	Third Avenue—See Stock	Exch l	ist.	Brooklyn City—Stock....	246	248
2d 5s int as rental.1905	105	106	42d St Man & St N Ave..	84	88	28th & 29th Sts 1st 5s..'96	‡114	116	Consol 5s 1941.....J&J	117	......
Central Crosstown—Stock	250	270	1st mort 6s 1910..M&S	117½	118	Twenty-Third St—Stock.	390	400	BklynCrosstn5s1908.J&J	105	......
1st M 6s 1922.....M&N	‡125	......	2d income 6s 1915.J&J	89	92	Deb 5s 1906.........J&J	106	108	BkinHgts1st 5s 1941A&O	104	......
Cen Pk N & E Riv—Stock	190	......	Lex Av & Pav F 5s-See Stk	Exch l	ist.	Union Railway—Stock...	199	205	B'kyn Q Co. & Sub—See St	ck Ex.	list.
Consol 7s 1902.....J&D	111	113	Metropolitan—See Stock	Exch l	ist.	Union Ry 1st 5s '42.F&A	114	116	Bklyn Rap.Tran.—See Sto	ck Ex.	List.

STOCKS—HIGHEST AND LOWEST SALE PRICES.

STOCKS. N. Y. STOCK EXCH.	Sales of the Week. Shares	Range for year 1899. On basis of 100-sh're lots Lowest.	Range for year 1899. On basis of 100-sh're lots Highest.	Range for previous year (1898). Lowest.	Range for previous year (1898). Highest.
Rio Grande & Western	.....	25¼ Jan 4	48⅛ Feb 3	23 May	33 Aug
Do pref.	.....	66 Jan 3	80 J'ne 8	50¾ Mar	69¼ Aug
St. J. & G. Isl. vot. tr. ctfs.	.....	3¾ J'ne 24	6 Jan 9	5¾ Dec	8¾ Feb
Do 1st pref.	100	38¼ May 24	55 Jan 7	45 Feb	63 J'ne
Do 2d pref.	59	9 J'ne 1	17¼ Jan 9	13 Dec	23¼ J'ne
St. L. & S. Fr., vot. tr. ctfs.	1,165	8¾ Jan 6	14⅞ Feb 1	6 Mar	9¼ Nov
Do 1st pref.	94	64 May 13	75¼ Jan 6	52½ Mar	69½ Dec
Do 2d pref.	1,935	33¼ Jan 5	44¼ Jan 31	22½ Feb	35 Nov
St. Louis Southwestern	5,525	6¾ Jan 4	15¾ Aug 8	3¾ Jan	7¾ Dec
Do pref.	14,097	17 Jan 3	40⅜ Aug 8	7¾ Mar	18 Dec
St. Paul & Duluth	600	36 Jan 5	58 J'ly 1	18½ J'ly	38½ Dec
Do pref.	180	98¼ Jan 5	106 Jan 23	78 Apr	100 Dec
Southern Pacific Co.	36,815	27 May 9	44 Jan 31	19 Apr	35 Dec
Southern, voting tr. ctfs.	2,513	10¼ Jan 5	14 Jan 16	7 Apr	10¾ Dec
Do pref., vot. tr. ctfs	11,781	40¾ Jan 4	55 Apr 29	23½ Mar	43¾ Dec
Texas & Pacific	1,645	17¼ Jan 5	25⅝ Mar 1	8¾ Mar	20½ Dec
Third Avenue (N. Y.)	.....	167 Jan 11	242 Feb 27	145 Oct	194½ Feb
Toledo & Ohio Central	.....	20 Jan 21	29 Apr 4	12 Aug	25 Sep
Do pref.	.....	35 Jan 25	42 Mar 22	35 Aug	48 Oct
Twin City Rapid Transit	.....	38 Jan 3	78 Apr 17	16½ Jan	36¼ Dec
Do pref.	.....	118 Jan 9	141 Feb 24	107½ Dec	107½ Dec
Union Pacific Ry	39,755	38¾ J'ne 20	50⅜ Feb 21	16¼ Mar	44⅜ Dec
Do ...pref.	18,164	72 J'ne 1	84½ Jan 23	45¾ Mar	74⅜ Dec
Wabash	100	7¼ J'ne 19	8¾ Jan 4	2¾ Mar	9¼ Aug
Do pref.	2,905	19 May 24	25⅛ Apr 5	14¾ Mar	24¼ Aug
Wheeling & L. E., new	4,150	8¼ J'ne 1	11¾ May 5	.....	.....
Do 1st pref.	.....	50 J'ne 29	64 Jan 30	.....	.....
Do 2d pref.	1,145	21¼ J'ne 23	32¾ May 18	.....	.....
Wiscon. Cent. new (wh.is.)	9,560	13¼ May 24	17¾ Aug 8	.....	.....
Do pref. (when iss.)	5,300	48¾ May 26	55¾ J'ne 13	.....	.....
Miscellan's Stocks.					
Adams Express	.....	$108 Jan 3	$119 Feb 25	$97¼ Apr	83¼ Dec
American Car & Foundry	5,901	15 J'ne 15	21¼ May 25	.....	.....
Do pref.	6,001	56¾ J'ne 16	68¾ Aug 1	.....	.....
American Cotton Oil	2,715	33¾ Mar 6	43¾ Aug 2	15¼ Mar	153 Nov
Do pref.	285	88¾ Jan 5	95 May 9	66 Mar	88 Aug
American District Tel	100	33 Jan 3	52¼ Mar 3	22 May	180 Feb
American Express	146	138 J'ne 19	$145 Jan 3	$116 Ja	139¾ Aug
American Linseed	3,689	10¾ J'ly 20	18¼ J'ly 29	.....	.....
Do pref.	8,710	47 J'ly 20	57¼ Aug 10	.....	.....
American Malting	1,630	15 J'ly 27	37¾ Jan 24	24 J'ly	90¾ Aug
Do pref.	925	61 J'ly 26	87¼ Jan 26	76½ J'ly	88 Dec
Amer. Smelting & Refining	17,024	35 J'ly 6	59 Apr 20	.....	.....
Do pref.	7,605	80 May 31	94¼ Apr 20	.....	.....
American Spirits Mfg.	.....	5¾ J'ly 20	15½ Mar 13	6¾ Jan	15¾ J'ne
Do pref.	.....	29½ J'ne 26	41¼ Mar 13	16 Mar	41¾ Aug
American Steel Hoop	9,935	24 May 24	41¼ May 3	.....	.....
Do pref.	7,515	70 May 13	88¾ May 4	.....	.....
Amer. Steel & Wire (new)	54,743	45 Feb 8	72 May 4	.....	.....
Do pref.	17,388	93¾ Feb 8	106¾ Mar 13	.....	.....
American Sugar Refining	121,311	123¾ Jan 4	152 Mar 20	107¾ Aug	140¾ Aug
Do pref.	550	110 Jan 16	123 Mar 20	103 Mar	116 Jan
American Teleg. & Cable	262	98 Jan 4	105 Apr 18	88 Mar	98¾ Dec
American Tin Plate	7,561	33 May 24	52¾ Apr 4	.....	.....
Do pref.	1,752	81 J'ne 1	99¼ Feb 8	.....	.....
American Tobacco	140,126	†88¼ J'ne 21	229½ Apr 5	83¾ Jan	153¾ Sep
Do pref.	248	132 Jan 4	150 Mar 6	112¼ Mar	135¼ Aug
Anaconda Copper	41,855	42¾ Mar 22	70 Apr 26	.....	.....
Brooklyn Union Gas	.....	135 J'ne 5	160 Mar 17	106 Mar	140¼ Dec
Brunsw. Dock & C. Imp't.	15,630	9¼ May 9	19¼ Aug 10	7½ Oct	14 J'ne
Colorado Coal & I. Dev't	1,700	1¾ Jan 17	5¾ Apr 21	¼ Apr	1¾ Nov
Do pref.	200	2 Apr 14	8 Apr 21	1½ Oct	3¾ Apr
Colorado Fuel & Iron	32,846	30¾ Feb 8	55 Apr 21	17 Mar	32¾ Dec
Do pref.	2,0 0	88 Jan 6	115 May 11	63 Aug	90 Dec
Col. & Hock. Coal & Iron	7,940	6¾ Feb 15	16 Apr 19	4½ J'ly	9¾ Dec
Consolidated Gas (N. Y.)	5,319	163 J'ne 6	233¼ Mar 17	164 Oct	205¼ J'ne
Consolidated Ice	625	40¾ Aug 10	50¾ Jan 31	27¾ Mar	52 Sep
Do pref.	.....	87 J'ly 5	97 Mar 13	83¾ Apr	94 Dec
Continental Tobacco	56,780	36 J'ne 21	65¼ Apr 17	.....	.....
Do pref.	20,059	78 J'ne 29	98¼ Mar 15	.....	.....
Detroit City Gas	900	63 Jan 4	93 Aug 11	45 Apr	67 Sep
Federal Steel	13,813	46¾ Feb 8	75 Apr 3	29 Oct	52 Dec
Do pref.	6,090	72¼ May 13	93¼ Apr 3	69¾ Oct	85¼ Dec
General Electric	1,641	95½ Jan 3	125¼ Aug 3	76 Sep	97 Dec
Glucose Sugar Refining	3,546	6½ Apr 7	7⅝ Mar 20	66⅝ Dec	72½ Dec
Do pref.	133	106¾ May 31	110 Jan 14	107½ Dec	109¾ Dec
H. B. Claflin Co.	45	97 Jan 3	117½ J'ly 13	§87¾ J'ne	96¾ Dec
International Paper	5,164	35 May 13	65¾ Jan 23	45 Sep	67 Dec
Do pref.	2,519	75¾ J'ly 27	95 Jan 5	85 Sep	95 Dec
International Silver	300	10 Mar 6	26 Feb 27	.....	.....
Knickerbocker Ice (Chic.)	.....	45 Apr 7	63¼ Feb 23	54¾ Dec	57 Dec
Do pref.	.....	72 J'ne 24	84 Feb 17	81 Dec	82¼ Dec
Laclede Gas (St. Louis)	1,170	51 Mar 4	58 J'ly 28	37½ Mar	54¾ Aug
Do pref.	100	95¾ J'ly 18	102¼ May 18	85 Mar	96¼ Aug
Manhattan Beach Co.	.....	5 Jan 25	39 Apr 25	2 Aug	5¼ Jan
National Biscuit	4,385	41¾ May 16	62 Jan 21	30¾ Aug	52½ Dec
Do pref.	400	97½ J'ly 7	107¾ Jan 19	94½ Aug	106 Dec
National Lead	9,345	28 May 31	40¾ Jan 20	26¼ Mar	39¾ Aug
Do pref.	613	110¾ J'ne 14	115 Jan 21	99 Apr	114½ Dec
Nat. Linseed Oil, tr. certfs	620	2 J'ly 13	8¼ Jan 12	3¾ Dec	9¾ Dec
National Starch	.....	4¼ Mar 17	8¾ May 4	6 Mar	9 Feb
Do 1st pref.	....	43 Apr 20	50 Mar 18	60 Mar	80 Jan
Do 2d pref.	.....	13 Mar 17	23 Feb 9	12½ Oct	30 Jan
National Steel	11,435	43¾ J'ne 2	63 Apr 24	.....	.....
Do pref.	5,300	85 May 15	99¾ Aug 11	.....	.....
New Cent. Coal (new stock)	.....	37¾ Apr 14	42 Jan 25	40 Oct	43 Sep
N. Y. Air Brake	900	112 Jan 3	230 J'ly 19	14 Apr	120 Sep
North American Co.	33,464	6¾ Jan 6	13¾ Aug 8	4¼ Jan	7¾ Dec
Ontario Silver	100	6 Mar 23	10¼ Apr 27	3¾ Jan	6¼ Dec
Pacific Mail	5,809	43¾ Jan 4	55 Jan 30	21 Apr	46 Dec
Peop'l's Gas-L. & C. (Chic.)	30,912	101 May 13	129¼ Apr 3	86¼ Mar	112 Nov
Pressed Steel Car	5,475	44¾ J'ne 1	60 Aug 11	.....	.....
Do pref.	3,349	78 May 25	90 Apr 13	.....	.....
Pullman's Palace Car	615	156 Jan 30	164½ Jan 3	x182 Nov	210 J'ly
Silver Bullion Certifs	.....	60 Apr 21	65 Apr 28	56 May	60¾ Sep
Standard Distil. & Distrib.	.....	12¾ J'ne 2	25¾ Jan 16	19¼ Dec	23¾ Nov
Do pref.	.....	57¾ J'ne 28	82¾ Jan 10	66¼ Nov	75 Nov
Standard Rope & Twine	590	7 J'ne 1	12 Jan 10	3¾ Jan	10¼ Aug
Tenn. Coal Iron & RR	32,770	36 Jan 14	83¼ Aug 11	17 Mar	38¾ Dec
Do pref.	.....	111 Jan 4	145 Mar 28	180 Aug	105 Dec
Union Bag & Paper	3,660	24 J'ne 1	45 Mar 28	.....	.....
Do pref.	1,082	76 May 31	89 Mar 29	.....	.....
United States Express	.....	146 J'ne 9	60 Jan 12	38 Apr	158¾ Dec
United States Leather	237,988	5¾ J'ne 7	10¾ Aug 11	5¼ Apr	8¾ May
Do pref.	44,476	68 J'ne 1	78 Apr 4	53¾ Mar	75½ Dec
United States Rubber	2,065	42¾ Jan 5	57 Apr 5	14¼ Mar	48¼ Aug
Do pref.	490	111 Jan 3	120 Jan 9	60 Mar	113½ Dec
Wagner Palace Car	.....	181 J'ly 17	182 J'ly 18	.....	.....
Wells, Fargo & Co	100	§125 Jan 10	§130 May 18	§113¼ My	§131¼ De
Western Union Telegraph	2,383	87¾ J'ne 1	98¼ Jan 24	83¼ Mar	95¾ Au

Saturday, Aug. 5.	Monday, Aug. 7.	Tuesday, Aug. 8.	Wednesday Aug. 9.	Thursday, Aug. 10.	Friday, Aug. 11.
*30 38	*30 38	*30 38	*30 38	*30 38	*30 38
*78 80	*78 80	*78 80	*75 79	*75¾ 79	*75¾ 79
*5¾ 6	*5 5¾	*5 5¾	*5 5¾	*5 5¾	*5 5¾
*49 51	*49 51	*49 51	*49 51	*49 51	*49 52
*15 15¾	*15 15¾	§13¾ 13¾	§14 14	*14¼ 15¾	*14¼ 15¾
11¾ 11¾	11¾ 11¾	12 12	12 12	1z 12	11¾ 12
*71 74	*72 73	*71 74	§74 74	§73 73	*72 74
38¾ 38¾	38 38¾	*38 39	38¾ 39	38¾ 39¼	*38 39
17¾ 17¾	17¾ 17¾	17¾ 17¾	17¾ 17¾	17¾ 17¾	17 17¾
39 39¾	38¾ 39¾	38¾ 39¼	39 39¾	39¼ 39¾	39 39¾
*55 58½	*53 58	55¾ 55¾	56 56	55¾ 57¼	*56 57
*103¾ 104	*103¾ 104	*103¾ 104	*103¾ 104	x101 101	*100 101½
34 34½	34¼ 34¾	34¼ 34¾	34¼ 35	34¾ 35¼	34¼ 35¾
*11 11¾	11¾ 11¾	11¾ 11¾	11¾ 11¾	11¼ 11¾	§11¾ 11¾
51¾ 52	51¾ 51¾	51¾ 52	52 52¾	52¾ 52¾	52¾ 52¾
21¾ 22	21¾ 22	22 22¾	§22¾ 23	22 22	22 22
*185 190	*185 190	*185 190	*185 190	*185 190	*185 190
*..... 20	*..... 20	*..... 20	*..... 20	*..... 20	*..... 20
*..... 40	*..... 40	*..... 40	*..... 40	*..... 40	*..... 40
*65 66¾	....	*65 67	*65 66¾	....	....
....	....	....	*134 137	....	....
43¾ 43¾	43¾ 44⅝	43¾ 44⅝	44⅝ 45	44⅝ 45¼	44¼ 44¾
76¾ 77	76¾ 77¼	76¾ 77¼	77¼ 78	77⅝ 78¼	77¼ 77¾
*7¾ 8	*7¾ 7¾	*7¾ 7¾	*7¾ 7¾	*7¾ 7¾	8 8
22¾ 22⅝	22¾ 23	22¾ 22¾	22¾ 22¾	22¾ 22¾	22¾ 22¾
9¾ 9¾	*9¾ 10	9¾ 9¾	10 10	9¾ 10	10 10¼
*49 52	*50 55	*50 55	*50 55	*50 55	*51 55
*24 24½	*23¾ 24¾	*23¾ 24¾	23¾ 23¾	24 24¼	*24 24¾
16 16¼	16¾ 17¾	16¾ 17¾	16¾ 16¾	16¼ 16¾	*16 17
54¼ 54¾	53¾ 54¼	54¼ 54¾	54¼ 54¾	54¼ 54¾	*54¼ 54¾
*113 115	*112 115	*113 115	*113 115	*113 115	*113 115
18 18¾	18 18¼	17 18	17¼ 17¼	18 18	18 18
66¼ 68	66 67¾	65 66	66 66¾	66¼ 67¼	66 67¼
41¾ 42¼	42 42¾	42 42	42 42	42 42	41¾ 41¾
*93¾ 94	*93 94½	93¼ 93¼	*93¼ 94	*93¼ 94	93½ 93¾
*..... 39	*..... 39	*..... 39	*..... 39	*35 37½	35 35
*138 142	§140 140	*140 142	§140 142	§141 141	*138 142
*10¾ 12	12 12	*11¼ 12½	12 12¾	12¾ 13	12¾ 13
§50¾ 50½	52 52½	53¾ 53¾	55 56	56 57½	55¾ 57
*17 17¾	17 17	16¾ 16¾	14 17	16¾ 16¾	17¼ 17¾
67¾ 67¾	67 67	67 67	67 67	66¾ 66¾	66¾ 66¾
40¾ 42	41 42	41¼ 41¾	41¼ 41¾	41¼ 42¼	41¾ 42
87 88	87 88	87¾ 88¼	87¾ 88¼	87¾ 88¼	88¼ 88¼
*5¾ 6¼	*5¼ 6¼	*5¼ 6¼	*5¾ 6¼	*.....	*..... 30¾
*29 30¾	*29 30	*29 30	*29 30	*.....	..... 30¾
34¼ 34¾	34¼ 34¾	34¼ 34¾	34¼ 35	35 36¾	37 38
*78¼ 79	78¼ 79¼	78¼ 78¼	79 79	79¼ 80¾	81 82
57¾ 58¼	57¾ 58¾	57¾ 59	58¼ 59¼	58¾ 60¾	60¾ 61¾
97¾ 98	97¾ 98	97¾ 98¼	98 98¼	99 100	99¾ 101
160¾ 162¼	159½ 160¾	159½ 160¾	161¾ 163¾	163¾ 164¾	162½ 163¾
119 119	*119¾ 120½	120 120	119¾ 120¾	§120¼ 120¼	119¾ 119¾
*..... 104	§108 108¾	*..... 104	*100 103	§103¾ 103¾	*100 104
42 42	41 42	40¾ 41	41 42	41¾ 42¾	42¾ 43
*87 88	87¾ 87¾	87¾ 87¾	87 87	87 88	88 88¼
115 116	112¾ 116	112¾ 114¾	114 116¼	115¼ 116¼	§143 143
....	....	....	§145 145	....	57¾ 58¼
55¼ 56	55¾ 57¼	56¾ 58¼	57¼ 58	57¾ 58¼	*197 140
*137 142	*136 142	*136 140	*137 140	*137 140	18¾ 18¾
16¼ 16¾	16¾ 17¼	16¾ 17¼	17 17¾	17¼ 19¼	2¾ 2¾
3¼ 3¾	3 3	*2 3¾	2¾ 2¾	3 3¾	....
*4 5	 6	 6	6 6	....	....
49¼ 50¾	48¾ 49¾	48¼ 50	49¾ 51	51¾ 52¾	51¾ 52¾
*..... 110	 110	*..... 110	109 109	109 109	*109 111
16 16¼	15¾ 15¾	15 15¼	15¼ 16	15¾ 16¼	16¾ 18
175 175¼	174¾ 175¾	175 179	178 181	179¾ 180	180 181
42¾ 42¾	§40 40	*40¾ 42¼	*40¾ 42¾	40¾ 40¾	*39 42
*..... 89	*85 91	*..... 91	*..... 90	*..... 90	*85 90
46¾ 48	45¾ 47¾	46 46¾	46 47¼	46¼ 47¼	45¾ 47
94 94¼	93¾ 94¼	92¼ 93¼	93¾ 94¼	94 94¾	94 94¼
....	....	....	....	93 93	92 93
59¾ 60	59 60	59¾ 59¾	59¾ 59¾	59¾ 60¼	59¾ 60¼
*81 82¾	81 81¾	81 81	81¾ 81¾	82 82¾	82¼ 82¾
124 124	123 123¾	123¾ 124	124 125	124 124¼	*123 124¾
65¾ 66¼	65¾ 66¾	66¼ 66¾	66 66¼	66¾ 67¾	67 67¼
*108 110¾	§107¾ 109¾	*108 109¾	*108 110	*108¾	*109 110¾
*114 117	§117¾ 117¾	*114 117	§117¾ 117¾	§117¾ 117¾	§117¾ 117¾
42 42¼	40 42¾	41 41¾	41¾ 42¼	42¼ 42¾	42¼ 42¼
*78 79	78 78¾	78¼ 78¾	78 78¾	78¾ 78¾	78¾ 78¾
§15 15	*14 16	*14 16	*14¾ 17	*14¾ 15¾	§14¾ 14¾
*48 53¼	*49¾ 53¼	*49¾ 53¼	*49¾ 53¼	*49¾ 53¼	*49¾ 53¼
*74 77	*74 77	*74 77	*74 77	*74 77	*74 76½
*56 57	56 56¾	*56 57	56¼ 56¼	57 57¼	56 58
95¾ 96½	*97 100	98 100	*98 100	*98 100	*97 100
*11 13	12 12	*11 22	*11 22	*11 22	*11 22
48¼ 49	47¾ 48¾	48¼ 48¾	48¼ 48¾	48¼ 48¾	48 48¾
§101¾ 101¾	101¼ 101¾	101¾ 101¾	101 101¾	*100 103	*101¾ 102¾
30¾ 30¾	30¼ 30¼	*30 31	30¼ 30¾	31 32¼	32¼ 33¾
*112 113¾	112 113	§112 112¾	*111 113	§111 111	112 113
2¾ 2¾	2¾ 3	2¼ 2¾	§2¾ 2¾	....	....
*5 7	*5 6	*5 6	*5 6	*5 6	*5 6
*50 60	*50 60	*50 60	*50 60	*50 60	*50 60
*10 20	*10 20	*10 20	*10 20	*10 20	*10 20
54¼ 54¼	54¾ 54	53¾ 54	53¾ 54	53¾ 55¾	55¼ 56
94¼ 94¾	95¼ 95¾	95¾ 96	96 96	96¼ 97¼	98 99¾
*36 40	*37 39	*37 39	*37 39	*37 39	*37 39
*195 200	195 195	195 200	*195 199	*195 198	195 195
12¼ 13¾	12 12¾	12¾ 13¾	12¾ 13¾	12¾ 13¼	12¼ 13
*7¾ 9	*7¾ 9	*7¾ 9	....	*7¾ 9	7½ 7½
47¼ 47¾	46¾ 47¾	46¼ 47	46¾ 47	47 47	46¼ 47
119¾ 120¾	118¾ 120¼	117¾ 120¼	120¾ 120¾	120¾ 122¼	x119¾ 120¾
57 57¾	57 58	57 58	57¾ 59¼	59¼ 59¾	59 60
88¼ 88¾	88¼ 88¾	88¼ 88¾	88½ 89¼	88¾ 89¾	89¼ 89¾
158 158	157¾ 158	§157¾ 158¾	§158¾ 159	*158 159	§159¾ 159½
*60¼ 61	*60¼ 61	*60¼ 61	....	*60¼ 61	*60¼ 61
....	....	....	....	....	....
....	....	....	....	....	....
8¾ 8¾	8¼ 8¾	*8 8¾	8¼ 8¼	8¼ 8¼	8¼ 8¼
78¾ 79¾	77¾ 79¾	78 79	78¾ 79	79¾ 81½	82¾ 83½
....	....	....	....	....	....
27¾ 27¾	27¼ 27¾	*27¼ 28	28 28	28 28¾	28¼ 30
79 79	§79¼ 79¾	78¾ 78¾	78¾ 80	80 80	80¾ 81
*50 55	*50 55	*50 55	*50 54	*50 54	*50 55
*6¼ 6¾	6¼ 6¼	*6¼ 6¼	6¼ 6¼	7¼ 9¼	9¾ 10¾
72¾ 72¾	72¾ 72¾	72¼ 72¾	72¾ 73¾	73¾ 75	74¾ 75¼
§50¾ 50¾	50¾ 50¾	51 51¾	51¾ 51¾	51¼ 51¾	51 51
§115¼ 117¼	115¾ 115¾	§115¾ 115¾	§115¾ 117	§116¾ 116¾	§117¾ 117¾
*187	*187	*187	*190 200	*190 200	*189 200
*128 132	*126 132	128 128	§127 130	*126 130	*127 130
89¼ 89¾	89¾ 90	89¼ 89¾	89¼ 90¼	90 90	90 90

* Bid and asked prices; no sales on this day. § Less than 100 shares. ‡ Ex div. of 100 p. c. in bonds. ‖ Old stock. † Ex 100 p. c. stock dividend.

OUTSIDE SECURITIES (GIVEN AT FOOT OF 7 CONSECUTIVE PAGES).—*STREET RAILWAYS, &c*

Street Railways.	Bid.	Ask.
Cal. Cem Gr. & B'kyn 1st 6s	111	113
Coney Island & Brooklyn	800	.....
1st 5s 1904 J&J	103	106
5s certfs indbt 1910 J&J	103	103¼
B'k C. & New 5s '39 J&J	§114	117
Gr. St. & New 1st5s'06 A&O	104	.....
G'p't & Lorimer St. 1st 6s	108	.....
Kings Co. Elevat.—Stock	2	5
Incomes	5	8
Bonds	95	.....
Nassau Elec pref	75	.....
5s 1944 A&O	115	.....
1st 4s 1948 J&J	96	97
New Wmb'g & Flatbush 4½s	105	107
NY & Qns Co 5s 1946 A&O	.....	.....
Steinway 1st 6s 1922 J&J	116	118¾
OTHER CITIES.		
Bridgep Tr-1st 5s '23 J&J	§108	110
Buffalo Street Ry—Stock	100	.....
1st cons. 5s 1931 F&A	118¼	119
Deb 6s 1932 M&N	109¾	.....
Chicago City RR—Stock	298	300
Citizens' St (Indianap.)	88	86
Cleveland City Ry	102	103
Cleve City-1st 5s '09 J&J	107	108
Cleveland Electric Ry	94	96
Con 5s 1913 M&S	106	107
Columbus (Ohio)—Stock	101	102
Con 5s 1932.—See Phila. list.		
Crosst'wn—1st 5s	108	.....
Kansas City El 6s	118	.....
Bonds 4s	85	90
Lake St. (Chic) Elev—Stock	16¼	17¾
deb 5s 1928 J&J	97½	.....
Louisv St Ry—5 p c bonds	119	.....
Common	54½	55
Preferred	109¾	.....
Lynn & Bos-1st 5s '94 J&D	§119¾	116
Metrop W. S. (Chic).—See	St. Ex.	List.
Minneap St Ry-5s '19 J&J	§119	111
New Orleans City Ry	21½	22¼
Preferred	96½	97½
North Chicago—Stock	241	.....
1st 5s 1906-16 J&J	§105½	.....
North Jersey St.—Stock	38¾	39¼
Bonds	91	95
No Shore Tr (Bost)-Com.	15	16
Preferred	84	86
Prov & Pawt'ck-1st 5s '32	§112¾	115¾
Richm Ry & Elec-1st 5s '20	75	80

‖ Buyer pays accrued interest.

BONDS. N.Y. STOCK EXCHANGE Week Ending Aug. 11.	Interest Period.	Price Friday Aug. 11. Bid.	Ask.	Week's Range or Last Sale. Low.	High.	Bonds Sold. No.	Range since Jan. 1. Low.	High
Alabama Cent. *See* Sou Ry.								
Alabama Mid 1st gu g..1928	M-N	98⅛	......	101	J'ne'99	....	98	102½
Albany & Susq. *See* D & H.								
Allegheny Val. *See* Penn Co.								
Am Dock & I. *See* Cen of N J.								
Ann Arbor 1st g 4s.. 1995	Q-J†	96	96¼	96	96		87¾	96¾
Atch T & S Fe gen g 4s..1995	A-O	101⅛	Sale	101¼	101¾	162	99⅜	103⅜
Registered 1995	A-O	......	......	101	Mar'99	....	100	102½
Adjustment g 4s......1995	Nov†	85¼	Sale	85⅛	85⅝	292	78	85⅝
Registered..........1995	Nov†	......	......	83	Feb'99	....	83	83¾
Equip tr ser A g 5s....1902	J-J	......	......	......	......	....	......	......
Chic & St Lou 1st 6s...19'?	M-S	......	......	......	......	....	......	......
Atl Av Bklyn imp g 5s..1934	J-J	......	......	110	Jan.'99	....	108	110
Atlan & Danv 1st g 5s..1950	J-J	100½	Sale	100½	101⅜	5	100½	102
Atlanta & Char. *See* Sou Ry.								
Austin & N W. *See*. So Pac..								
Bat Creek & S. *See* Mich Cen								
Balt & O prior l g 3½s.1925	J-J	95⅜	Sale	95⅝	96	195	95⅝	100⅞
Registered 1925	J-J	......	......	......	......	....	......	......
Gold 4s..............1948	A-O†	100½	Sale	100¼	100⅝	190	98	102⅝
Registered 1948	A-O†	......	......	......	......	....	......	......
Pa't B'it 1st g 5s int gu.1990	M-N	......	......	105	Dec'98	....	......	......
W Va & P 1st g 5s.....1990	A-O	......	......	......	......	....	......	......
Monon Riv 1st gu g 5s.1919	F-A	......	......	......	......	....	......	......
Cen Ohio R 1st cg 4½s 1930	M-S	......	......	111	J'ne'99	....	108½	112
Pitts & Con 1st g 4s...1946	J-J	......	......	107¼	J'ly '98	....	......	......
B & O S W 1st gu g 4½s.1990	J-J	*......	110	108	Mar'99	....	107¾	111
B & O S W Ry con g 4½s 1993	J-J	......	......	94	Jan.'99	....	93⅞	94
1st inc g 5s ser A....2043	Nov†	......	......	32½	Jan.'99	....	32½	32½
Series B.............2043	Dec†	......	......	12	Feb'99	....	10⅞	13¼
B & O S W Ter Co gu g 5s.'42	M-N	......	......	......	......	....	......	......
Ohio & Miss 1st con 4s.1947	J-J	......	......	112	Jan.'99	....	108¼	112
2d consol 7s.........1911	A-O	......	......	128½	May'99	....	123	130¼
1st Spr'gfield Div 7s.1905	M-N	......	......	103¼	Aug'99	....	103	106
1st general 5s.......1932	J-D	......	......	89	Feb'99	....	89	89
Beech Creek. *See* N Y C & H.								
Bel & Car. *See* Illinois Cent..								
Boonev Bridge. *See* M K & T.								
Bway & 7th Av. *See* Met S Ry								
Bklyn Rap Tr g 5s.......1945	A-O	......	115½	115⅛	115½	26	108	116
Bk City 1st con 5s.1916.'41	J-J	......	......	117½	Apr'99	....	117½	117½
Bk Q Co & S con gu g 5s..'41	M-N	......	107½	107⅜	Aug'99	....	105¾	108½
Bklyn Un El 1st g 4-5s 1950	F-A	......	100½	101	101¼	5	100½	104½
Bklyn & Montauk. *See* L Isl.								
Bruns & West 1st g 4s...1938	J-J	......	....	......	......	....	......	......
Buff N Y & Erie. *See* Erie.								
Buff R & P gen g 5s......1937	M-S	109	110	110	Aug'99	....	107½	111
Debenture 6s.........1947	J-J	......	......	......	......	....	......	......
Roch & Pitts 1st g 6s..1921	F-A	......	......	129	J'ne'99	....	127¼	129
Consol 1st 6..........1922	J-D	......	130½	130½	J'ly '99	...	128	130½
Cl & Mah 1st gu g 5s...1943	J-J	*130	......	103	Apr'97	....	......	......
Buff & Southwest. *See* Erie.								
Buff St M & S W 1st g 5s..1927	F-A	......	......	105	May'99	....	101½	105
Buff & Susq 1st gold 5s..1913	A-O	......	......	......	......	....	......	......
Registered 1913	A-O	......	......	......	......	....	......	......
Bur C R & N 1st 5s 1906	J-D	......	109	108	108	7	106	110
Con 1st & col tr g 5s....1934	A-O	116¾	......	116½	J'ly '99	....	111	117½
Registered...........1934	A-O	......	......	110½	Feb '99	....	110½	110½
M & St L 1st gu g 7s....1927	J-D	......	......	......	......	....	......	......
C R I F & N W 1st g 5s.1921	A-O	109½	......	105	Jan.'99	....	105	105
Canada South 1st 5s...1908	J-J	108¼	108½	108	108½	4	108	111¼
2d 5s 1913	M-S	......	111½	110	111¼	5	109	112
Registered 1913	M-S	......	......	106	Jan.'97	....	......	......
Carb & Shawn. *See* Ill Cen.								
Car Cent. *See* Seab & Roan.								
Carthage & Ad. *See* NYC&H.								
C R Ia F & N. *See* B C R & N.								
Cen Branch U P 1st g 4s.1948	J-D	......	......	89	J'ly '99	....	89	93⅝
Central Ohio. *See* Balt & O.								
Cen RR & B of Ga—Col g 5s'37	M-N	......	......	96	Apr'99	....	95	96
Cent of Ga Ry—1st g 5s.1945	F-A‡	*118	.....	117½	118	7	116½	120
Registered 1945	F-A†	......	......	......	......	....	......	......
Consol gold 5s.........1945	M-N	96¾	Sale	96⅜	96¾	57	91⅞	100¼
Registered 1945	M-N	......	......	......	......	....	......	......
1st pref income g 5s ..1945	Oct.‡	40	42	41	42½	23	38	44¼
2d pref income g 5s...1945	Oct.‡	12	...	12	Aug'99	....	11	15
3d pref income g 5s...1945	Oct.‡	6	7½	6½	J'ly '99	....	6	7½
M & N Div 1st g 5s....1946	J-J	......	......	95	Dec '98	....	......	......
Mobile Div 1st g 5s....1946	J-J	......	......	96	J'ly '98	....	......	......
Mid Ga & Atl Div 5s. 1947	J-J	* 96½	......	102	J'ne'99	....	102	102
Cent of N J-1st conv 7s.1902	M-N	......	......	110	J'ne'99	....	109½	112
Convertible deb 6s....1908	M-N	*110	......	112½	Mar'99	....	112½	112½
General gold 5s.........1987	J-J	121⅛	Sale	120½	121⅛	23	113¼	122½
Registered 1987	Q-J†	......	......	121⅛	J'ly '99	....	112½	121⅛
Leh & W B C con as 7s.1900	Q-M‖	.....	100½	100	Aug'99	...	99	102½
5s....................1912	M-N	......	......	99	Mar'99	....	87¾	99
Le & Hud R gen gu g 5s.'2?	J-J	......	......	......	......	....	......	......
Am Dock & Imp Co 5s.1921	J-J	*116	......	116½	Aug'99	....	114	116¼
N J South int guar 6s..1899	J-J	......	......	......	......	....	......	......
Cen Pacific—Ctfs dp A..1898	....	......	......	103½	Mar'99	....	103½	104½
Speyer & Co ctfs BCD.1899	....	......	......	106⅞	106⅞	6	103¼	109
Speyer & Co ctfs dep E 1900	....	......	......	......	......	....	......	......
Speyer & Co ctf FGHI.1901	....	......	......	103½	Mar'99	....	103	107½
San Joaquin Br g 6s...1900	A-O	......	......	108½	Mar'99	....	105¼	108½
Speyer & Co ctfs............	....	......	......	112⅝	J'ne'99	....	112⅝	113¼
Guaranteed g 5s.......1939	A-O	......	......	120¾	Mar'99	....	120¼	120⅞
Speyer & Co eng cts	....	......	......	123⅛	J'ly '99	....	112¼	125⅜
Land grant gold 5s....1900	A-O	......	......	107	Apr'99	....	107	110½
Speyer & Co ctfs............	....	......	......	112	Apr'99	....	112	112
C & O Div ext g 5s.....1918	J-J	......	......	101	Jan.'98	....	......	......
Speyer & Co ctfs............	....	......	......	121⅝	J'ne'99	....	120¼	122¼
Western Pacific g 6s..1899	J-J	......	......	104½	Apr'99	....	103	105½
Speyer & Co ctfs............	....	......	......	108⅜	J'ly '99	....	108⅞	109½
No of Cal 1st gu g 6s...1907	J-J	......	......	......	......	....	......	......
Guaranteed gold 5s..1938	A-O	......	......	109½	Dec '98	....	......	......
Charles & Sav 1st g 7s...1936	J-J	......	......	......	......	....	......	......
Ches & O—Gold 6s ser A.1908	A-O†	*......	121½	119½	J'ne'99	....	116¼	119½
Gold 6s..................1911	A-O¶	*120	123½	123	Aug'99	....	118½	123
1st con g 5s.............1939	M-N	118¾	Sale	118¼	118⅝	3	117½	121
Registered 1939	M-N	......	......	117	J'ne'99	....	116½	119
Gen gold 4½s...........1992	M-S	97⅜	Sale	97¼	97½	69	90¾	97¾
Registered 1992	M-S	......	......	92⅞	Jan.'99	....	92⅞	92⅞
R & A Div 1st con g 4s 1989	J-J	104	......	104	104¼	10	104	108
2d con g 4s 1989	J-J	99	......	100	J'ne'99	....	100	100
Craig Valley 1st g 5s..1940	J-J	......	......	95½	May'98	....	......	......
Warm Spr Val 1st g 5s 1941	M-S	......	......	101¼	Apr'99	....	101	101¼
Eliz Lex & B S gu g 5s.1902	M-S	......	108¼	108½	Aug'99	....	101⅝	104
Chic & Alton sink fd 6s..1902	M-N	*108	......	109	J'ne'99	....	108	110¾
Lou & Mo Riv 1st 7s ..1900	F-A	......	......	104	Feb '99	....	104	107½
2d 7s...................1900	M-N	*105	......	106⅞	Feb '99	....	106⅞	106⅞

BONDS. N.Y. STOCK EXCHANGE Week Ending Aug. 11.	Interest Period.	Price Friday Aug. 11. Bid.	Ask.	Week's Range or Last Sale. Low.	High.	Bonds Sold. No.	Range since Jan. 1. Low.	High
Chic & Alton (Con)—								
Miss Riv B 1st sf g 6s..1912	A-O	......	......	......	......	....	......	......
Chic Bur & Nor. *See* C B & Q.								
Chic Bur & Q—Con 7s...1903	J-J	......	114¼	114	114	1	113⅜	117¾
Sinking fund 5s........1901	A-O	*103½	......	105	Mar'99	....	104⅝	105
Debenture 5s............1913	M-N	111½	Sale	111½	111½	1	109¼	113
Convertible 5s..........1903	M-S	......	140	138	J'ly '99	....	125½	151¼
Iowa Div sink fd 5s ...1919	A-O	119	......	116⅝	J'ne'99	....	115⅝	116⅝
4s.........................1919	A-O	106⅝	......	107	J'ly '99	....	105	107
Denv Div 4s.............1922	F-A	104	Sale	102	102½	10	101½	105
Southwestern Div 4s..1921	M-S	......	......	100	Apr'99	....	100	105
Chic & Iowa Div 5s....1905	F-A	......	......	105	105	10	105	105
Nebraska Exten 4s....1927	M-N	*113⅝	......	113¾	113¾	33	105¾	113¾
Registered 1927	M-N	......	......	111½	J'ne'99	....	111⅛	111⅛
Han & St Jos con 6s...1911	M-S	121	......	124	J'ly '99	....	120	124
Chic Bur & Nor 1st 5s.1926	A-O	106⅝	......	106¾	106¾	1	105⅜	108
Chic & E Ill. 1st sf cur 6s.1907	J-D	114	......	114⅜	Aug'99	....	114	116½
Small.....................1907	J-D	......	......	......	......	....	......	......
1st con g 6s.............1934	A-O	135	......	137¼	J'ly '99	....	134	138
Gen con 1st 5s..........1937	M-N	*......	115	114½	115	3	109½	117½
Registered 1937	M-N	......	......	103½	Nov '98	....	......	......
Chic & Ind C Ry 1st 5s 1936	J-J	......	......	107	Feb '99	....	107	107
Chicago & Erie. *See* Erie.								
Chic Ind & Louisville—								
Louisv N A & Ch 1st 6s..'10	J-J	116	.....	116⅛	Aug'99	....	114½	118⅛
Chic Ind & L ref g 5s..1947	J-J	* 98	100	100	100	5	92	108⅛
Refunding g 6s.........1947	J-J	*......	115	113	J'ly '99	....	104	119⅜
Chic Milwaukee & St Paul—								
M & St P—1st 7s $ g R D.'02	J-J	*169½	.....	170½	J'ly '99	....	161¼	171⅛
1st 7s £ gold R D....1902	J-J	*169½	.....	......	......	....	......	......
1st C & M 7s............1903	J-J	*169½	......	170	Aug'99	...	160½	170
Chic Mil & St P con 7s.1905	J-J	*169½	.....	170½	Aug'99	....	160	171⅛
1st I & D Exten 7s.....1908	J-J	*169½	......	170	J'ly '99	....	161	171
1st Southwest Div 6s..1909	J-J	*120	......	121⅝	J'ly '99	..	112½	122¼
1st La Crosse & D 5s..1919	J-J	*120	......	120	Aug'99	....	120	120
1st So Minn Div 6s....1910	J-J	*120	.....	120½	120½	3	118⅛	123⅛
1st Hast & D Div 7s...1910	J-J	*129½	......	132½	May'99	....	129	132⅜
5s.......................1910	J-J	112	112½	109½	Dec '98	....	......	......
Chic & Pac Div 6s......1910	J-J	*121¼	......	123	May'99	....	121¼	123½
Chic & P W 1st g 5s...1921	J-J	122	Sale	122	122	1	118¾	124¼
Chic & Mo Riv Div 5s.1926	J-J	*120	.....	123	Aug'99	....	118⅛	125⅜
Mineral Point Div 5s..1910	J-J	112¼	......	112	Aug'99	....	110	112½
Chic & L Su Div g 5s..1921	J-J	......	......	122½	J'ne'99	....	122½	122½
Wis & Minn Div g 5s..1921	J-J	......	......	120¾	J'ly '99	....	119	123
Terminal gold 5s.......1914	J-J	......	......	118¼	May'99	....	115	118¼
Far & Sou assu g 6s....1924	J-J	......	......	137½	J'ly '99	....	137½	137½
Cont sink fund 5s.......1916	J-J	..	......	106½	May'97	....	......	......
Dak & Gt So g 5s 1916	J-J	......	......	115½	J'ly '99	....	112¼	118½
Gen gold 4s series A...1989	J-J§	......	......	112½	Aug'99	....	108⅛	114⅞
Registered 1989	Q-J§	......	......	105½	Feb '98	....	......	......
Gen gold 3½s series B.1989	J-J§	......	......	......	......	....	......	......
Registered 1989	J-J§	......	......	......	......	....	......	......
Mil & No 1st M L 6s...1910	J-D	*121	......	121	J'ly '99	....	......	......
1st consol 6s...........1913	J-D	*......	127½	125	J'ly '99	....	125	126
Chic & Northw—Con 7s.1915	Q-F	143½	.....	143½	143½	3	142⅞	145⅝
Gold 7s 1902	J-D	......	......	112½	112½	2	111¼	115
Registered 1902	J-D	......	......	114	Apr'99	....	113	114
Sinking fund 6s 1879-1929	A-O	*......	120	118	J'ly '99	....	116	120
Registered 1879-1929	A-O	*......	120	116	J'ne'99	....	116	116
Sinking fund 5s..1879-1929	A-O	*107½	......	109	J'ly '99	...	106½	110½
Registered 1879-1929	A-O	......	......	105¾	Mar'99	....	105¾	109
Sinking fund deb 5s...1933	M-N	*122	122½	122¾	122¾	7	121½	123
Registered 1933	M-N	*......	121	119¼	Dec '98	....	......	......
25-year debenture 5s..1909	M-N	*......	110⅝	110	J'ly '99	....	108	111½
Registered 1909	M-N	......	......	109½	Mar'98	....	......	......
30-year debenture 5s..1921	A-O	*118	......	118	J'ly '99	....	117¼	118
Registered 1921	A-O	......	......	117¾	Feb '98	....	......	......
Extension 4s....1886-1926	F-A	108	109	109	J'ly '99	....	106	109
Registered 1886-1926	F-A	......	......	106⅞	Feb '99	....	106⅞	106⅞
Gen Gold 3½s...........1987	M-N	......	......	110	J'ly '99	....	102½	110½
Registered 1987	Q-N	......	......	103	Nov'98	....	......	......
Escan & L Sup 1st 6s..1901	J-J	......	......	107¾	May'98	....	......	......
Des Mo & Minn 1st 7s.1907	F-A	......	......	......	......	....	......	......
Iowa Midland 1st 8s...1900	A-O	......	......	108	Oct.'98	....	......	......
Winona & St Pet 2d 7s 1907	M-N	......	......	124	J'ne'99	....	124	124
Mil & Mad 1st 6s........1905	M-S	......	......	117½	Feb '99	....	117½	117½
Ott C F & St P 1st 5s..1909	M-S	*113	......	111	Jan.'99	....	111	111
North Illinois 1st 5s...1910	M-S	*113	......	113	Apr'99	....	113	113
Mil L S & W 1st g 6s...1921	M-N	......	143¾	141½	141½	3	139¼	143
Convertible deb 5s..1907	F-A	*......	112½	105½	Feb '97	....	......	......
Ext & Imp s f g 5s...1929	F-A	......	......	124	J'ly '99	....	117⅝	125¼
Mich Div 1st gold 6s 1924	J-J	*......	145⅝	138	Dec '98	....	......	......
Ashland Div 1st g 6s 1925	M-S	......	......	146	J'ly '99	....	140	146
Incomes..................1911	M-N	......	......	114½	J'ne'99	....	114½	114½
Chic Rock I & Pac 6s....1917	J-J	133½	......	134	J'ly '99	....	131½	136½
Registered 1917	J-J	......	......	133¼	J'ne'99	....	132	134½
General gold 4s 1988	J-J	106¼	107½	106⅛	107½	106	104⅝	110⅜
Registered 1988	J-J	......	......	107⅞	Apr'99	....	105⅜	107⅞
Des M & Ft D 1st 4s...1905	J-J	......	......	98½	Apr'99	....	98	98½
1st 2½s..................1905	J-J	86	88	86	J'ly '99	....	83	86
Extension 4s...........1905	J-J	......	......	98½	May'99	....	98½	98½
Keok & Des M 1st 5s..1923	A-O	*111	113½	114	J'ne'99	....	109½	114
Small 1923	A-O	......	......	......	......	....	......	......
Chic & St L. *See* At T & S F.								
Chic St L & N O. *See* Ill Cent.								
Chic St L & Pitts. *See* Pa Co.								
Chic St P M & O con 6s..1930	J-D	*136	140	138	138	1	136	141
Ch St P & Min 1st 6s..1918	M-N	134	......	134½	J'ne'99	....	134½	138
Nor Wisconsin 1st 6s..1930	J-J	......	......	140	Mar'99	....	140	140
St P & S City 1st g 6s..1919	A-O	*130	134½	132¾	J'ly '99	...	131	139¼
Chic Ter Transfer g 4s..1947	J-J	*	100	100	Aug'99	....	93¼	102¾
Ch & West I 1st s f g 6s..1919	M-N	*104½	......	106	J'ne'97	....	......	......
General gold 6s.........1932	Q-D	......	125	122	J'ly 99	....	120½	123
Chic & West Mich Ry 5s.1921	J-D	......	......	......	......	....	......	......
Coupons off..............1921	....	......	......	99½	J'ne'99	....	99⅜	99½
Cin H & D con s f 7s.....1905	A-O	*120	......	120	120	1	120	120
2d gold 4½s..............1937	J-J	......	......	103½	Oct.'97	....	......	......
Cin D & I 1st gu g 5s...1941	M-N	*115½	......	113	May'99	....	112	113
C I St L & C. *See* C C C & St L.								
Cin S & C. *See* C C C & St L.								
City & S Ry Balt 1st g 5s 1922	J-D	......	......	......	......	....	......	......
Clearfield & Mah. *See* BR&P.								
Cl Ak & C eq & 2d g 6s...1930	F-A	......	......	......	......	....	......	......
Cl & Can 1st 5s tr rec .1917	J-J	* 90½	......	91¼	Aug'99	....	70¼	91¼
C C C & St L—Gen g 4s..1993	J-D	94¾	Sale	94¾	95	20	87¾	98
Cairo Div 1st gold 4s.1939	J-J	......	......	97	J'ne'99	....	95¾	97
St L Div 1st col tr g 4s.1990	M-N	*102	......	102	J'ly '99	....	99¾	103⅜
Registered 1990	M-N	......	......	99	May'99	....	99	99
Spr & Col Div 1st g 4s.1940	M-S	......	......	......	......	....	......	......
W W Val Div 1st g 4s.1940	J-J	......	......	87	Aug'98	....	......	......

* No price Friday; these are latest bid and asked this week. † Bonds due July. ‡ Due Nov. ‖ Due June. ¶ Due Jan. § Due May. *a* These are option sales.

OUTSIDE SECURITIES (Given at foot of 7 consecutive pages).—*GAS SECURITIES, &c.*

Street Railways.	Bid.	Ask.
Rochester Ry............	18	18½
Deb 6s 1911.......M&S	98	100
2d 5s 1933. ....J&D	90	95
So Side El (Chic)—Stock.	98	......
Union Trac (Chic) Subs..	97½	98¼
United Rys (St L)—Com.	28½	31
Preferred..............	90	95
Subscriptions............	132	132½
Un'd Tr&Elec(Prov)-St'k	102	104
West Chicago St..........	120	......
Con 1936.. ....M&N	‡106¾	107
Worcester (Mass)Tr-Com	32	35
Preferred..............	105½	107

Gas Securities.	Bid.	Ask.
NEW YORK.		
Central Union Gas—		
1st 5s	‡106½	108
Con Gas (NY)—Stock—N	Y Stk	Exch
Deb 5s 1908........M&N	106	110
Equit Gas..................	116	118
1st 6s 1899........F&A	‡101	102½
Con. 5s 1932.......M&S	‡112½	113
Mutual Gas..................	270	290
N. Amsterdam Gas, Com.	32½	33
Pref......................	57½	58½
1st consol 5s...	‡100½	101½

Gas Securities.	Bid.	Ask.
N Y Elec Lt Ht & Pow 4s.	91¼	91¾
Gold 5s	106½	107½
N Y & East River Gas—		
1st 5s 1944..........J&J	110	112
Consol 5s 1945.....J&J	109	112
Nor Un 1st 5s 1927..M&N	94	96
Standard Gas—Common.	112	116
Do preferred...........	138	142
1st 5s 1930.........M&N	116½	118
BROOKLYN.		
Brooklyn Un Gas—N Y St	ock E	xch.
1st con 5s—N Y Stock	Exch.	
Williamsburg Gas—1st 6s	‡100	102

Gas Securities	Bid.	Ask.
OTHER CITIES.		
Baltimore Consolidat—Se	e Balt.	List
Bay State Gas—...........	2	2½
Incomes	......	....
Boston UnitedGas Bonds-	-Bosto	nList
Buffalo City Gas—Stock..	8½	9
1st 5s Bonds............	‡ 82	84
Chicago Gas—See N Y Sto	ck Ex	ch.
Cicero Gas Co 1st 6s......	103	......
Cincinnati Gas & Coke...	184	186
City Gas (Norfolk Va)....	45	50
1st 6s	‡101	......
‡And interest †Price	per sh	are

BONDS. N.Y. STOCK EXCHANGE WEEK ENDING AUG. 11.	Interest Period.	Prices Friday, Aug. 11. Bid.	Ask.	Week's Range or Last Sale. Low	High.	Bonds Sold. No.	Range since Jan. 1. Low.	High.
C C C & St L (Con.)								
Cin W & M Div 1st g 4s.1991	J - J	* 96	.....	96½ Apr '99	....		95	97
Cin I St L & C 1st g 4s.1936	Q-F†	*103½	.....	104 Aug'99	....		102	104
Registered 1936	Q-F†	.....	.....	.....	....		.....	.....
Consol 6s.....1920	M-N	.....	.....	.....	....		.....	.....
Cin S & Cl con 1st g 5s.1928	J - J	*116¾	.....	118¼ J'ne'99	....		118¼	118¼
Ind Bl & W 1st pf 7s..1900	J - J	.....	.....	103¾ Apr'99	....		103¾	103¾
O Ind & W 1st pf 5s....1938	Q- J†	.....	.....	.....	....		.....	.....
Peo & East 1st con 4s..1940	A - O	85	Sale	85	85¼	19	83¾	86¼
Income 4s.....1990	Apr	28	30	29 Aug'99	....		28	33
Cl C C & Ind consol 7s..1914	J - D	.....	.....	138½ J'ly '99	....		135½	138½
Consol sinking fd 7s...1914	J - D	.....	.....	.....	....		.....	.....
General consol gold 6s.1934	J - J	.....	137	134½ J'ly '99	....		134½	137½
Registered 1934	J - J	.....	.....	.....	....		.....	.....
C & S 1st M C C C & I 7s.1901	A - O	.....	.....	108¾ Feb '99	....		108¾	108¼
Cl Lor & Wh con 1st 5s.1933	A - O	.....	.....	108½ J'ly '99	....		108	108¾
Clev & Marietta. *See* Pa RR.								
Clev & Mahon Val g 5s..1938	J - J	*130	.....	134¼ J'ne'99	....		128	134¼
Registered 1938	Q - J	.....	.....	.....	....		.....	.....
Clev & Pitts. *See* Penn Co.								
Col Midl'd—1st g 3-9-4s.1947	J - J	62	63½	63 Aug'99	....		62	69
1st g 4s.....1947	J - J	71	72¾	71 71		10	70¾	76
Col & Sou 1st g 4s.....1929	F - A	86	Sale	86	86¾	55	85¾	90
Col & 9th Av. *See* Met St Ry.								
Colum & Greenv. *See* So Ry.								
Col & H Val. *See* Hock Val.								
Col & Cin Md. *See* B & O.								
Col Conn & Term. *See* N & W								
Conn & Pas Rivs 1st g 4s.'43	A - O	.....	.....	.....	....		.....	.....
Dak & Gt So. *See* C M & St P.								
Dallas & Waco. *See* M K & T.								
Del Lack & Western 7s..1907	M - S	*127	.....	126¼ J'ne'99	....		126¼	126¼
Syr Bing & N Y 1st 7s.1906	A - O	.....	.....	134½ J'ne'99	....		124½	134½
Morris & Essex 1st 7s. 1914	M - N	*140	.....	142 J'ne'99	....		142	144
7s.....1900	J - J	.....	.....	107 Sep.'98	....		.....	.....
7s.....1871-1901	A - O	.....	.....	108¾ J'ne'99	....		108¾	111
1st con guar 7s.....1915	J - D	139	.....	143¼ J'ly '99	....		143	145¾
Registered 1915	J - D	.....	.....	140 Oct.'98	....		.....	.....
N Y Lack & W 1st 6s..1921	J - J	*135½	.....	138 J'ly '99	....		138	142½
Construction 5s.....1923	F - A	.....	.....	118¼ Apr'99	....		117	118¼
Term & impt 4s.....1923	M - N	.....	108¾	108¾ J'ne'99	....		108¾	108¾
Warren 2d 7s.....1900	A - O	.....	.....	108 Aug'98	....		.....	.....
Del & Hud 1st Pa Div 7s.1917	M - S	*146	.....	146 Sep.'98	....		.....	.....
Registered 1917	M - S	.....	.....	143 May'97	....		.....	.....
Alb & S as 1st con gu 7s 1906	A - O	122¼	124½	120¾ Apr'99	....		120¾	120¾
Registered 1906	A - O	.....	.....	122 J'ne'99	....		122	122
Gold 6s.....1906	A - O	116¾	.....	116 J'ne'99	....		115	117¾
Registered 1906	A - O	.....	.....	116¼ J'ne'99	....		114¾	117¼
Rens & Sar 1st 7s.....1921	M - N	.....	.....	150¼ May'99	....		150¼	158
Registered 1921	M - N	.....	.....	141 May'98	....		.....	.....
Del Riv RR Bge. *See* Pa RR.								
Den Con Tr Co 1st g 5s..1933	A - O	.....	.....	92 Jan.'99	....		90	92
Den Tram Co con g 6s.1910	J - J	.....	.....	.....	....		.....	.....
Met Ry Co 1st gu g 6s.1911	J - J	.....	.....	.....	....		.....	.....
Des & R Gr 1st gold 7s..1900	M - N	.....	.....	105¼ May'99	....		103½	109
1st con g 4s.....1936	J - J	98½	.....	99 100		16	99	104
1st con g 4½s.....1936	J - J	.....	.....	109½ Aug'99	....		108¾	113¾
Improvement gold 5s..1928	J - D	.....	.....	105 105½		16	102¾	109¾
Des M & Ft D. *See* C R & I P.								
Des M & Minn. *See* Ch & N W.								
Des M Un Ry 1st g 5s....1917	M - N	*105	.....	108 Apr'99	....		107¼	108
Det M & Tol. *See* L S & M So.								
Det & Mack 1st lien g 4s.1995	J - D	* 90	.....	.....	....		.....	.....
Gold 4s.....1995	J - D	* 69	70	70 70		11	68	70
Dul & Iron Range 1st 5s.1937	A - O	110	.....	112 112		1	105	112
Registered 1937	A - O	.....	.....	.....	....		.....	.....
2d lien mortgage 6s....1916	J - J	.....	.....	.....	....		.....	.....
Dul Red W & S 1st g 5s.1928	J - J	.....	.....	93¼ Feb.'99	....		.....	.....
Dul So Shore & At g 5s.1937	J - J	.....	116	114½ J'ly '99	....		111¾	116
East of Minn. *See* St P M & M.								
East T Va & Ga. *See* So Ry.								
Elgin Jol & E 1st g 5s....1941	M - N	110	111½	110¾ J'ly '99	....		104¾	111
Ells Lex & B S. *See* C & O.								
Elm Cort & No. *See* Leh & N Y.								
Erie 1st ext g 4s.....1947	M - N	119	121	121 J'ly '99	....		115¾	123¾
2d ext gold 5s.....1919	M - S	.....	123	121 May'99	....		121	121
3d ext gold 4½s.....1923	M - S	116¼	Sale	116¼ 116¼		2	116¼	116¾
4th ext gold 5s.....1920	A - O	*121¾	.....	121 J'ne'99	....		121	121
5th ext gold 4s.....1928	J - D	*105½	.....	106¼ Apr'99	....		106¼	106¼
1st consol gold 7s....1920	M - S	*	146	143¼ 144		5	142¾	145¾
1st consol gold fd 7s..1920	M - S	.....	.....	143 Dec'98	....		.....	.....
Long Dock con gold 6s.1935	A - O	*142	.....	141¾ Aug'99	....		139¾	141¾
Buf N Y & Erie 1st 7s.1916	J - D	*136½	.....	140 Feb'99	....		140	140
Buff & S W gold 6s....1908	J - J	.....	.....	.....	....		.....	.....
Small 1908	J - J	.....	.....	.....	....		.....	.....
Jeff RR 1st gu gold 5s.1909	A - O	*106	.....	106 Feb'99	....		106	106
Chic & Erie 1st g 5s....1982	M - N	116¾	.....	116¾ 116¾		2	111¾	116¾
Coal & RR 1st c gu 6s.1922	M - N	.....	.....	.....	....		.....	.....
Dock & Imp 1st cur 6s.1913	J - J	*120	121	.....	....		.....	.....
N Y & Green L gu g 5s.1946	M - N	*108	.....	109 Oct.'98	....		.....	.....
Small 1946	M - N	.....	.....	.....	....		.....	.....
Erie 1st con g 4s pr bds.1996	J - J	.....	93½	91¾ 91¾		5	91¾	95
Registered 1996	J - J	.....	.....	93¼ May'99	....		93	93¼
1st con gen lien g 4s....1996	J - J	72¾	Sale	72 72¾		31	70¾	77
Registered 1996	J - J	.....	.....	.....	....		.....	.....
N Y & W—1st ref 5s..1937	J - J	110¾	.....	110 J'ly '99	....		107	112¾
2d gold 4½s.....1937	F - A	.....	.....	92¾ Aug'98	....		.....	.....
General g 5s.....1940	F - A	98½	Sale	98¾ 98¾		1	96	102¾
Terminal 1st g 5s.....1943	M - N	*112	.....	111¾ J'ly '99	....		111¾	111¾
Regis $5,000 each..1943	M - N	.....	.....	.....	....		.....	.....
Wilk & Eas 1st gu g 5s 1942	J - D	*106	.....	106¼ 106¼		10	98¾	106¼
Mid R Bof NJ 1st g 6s 1910	A - O	*	124	122 J'ly '99	....		120	122
Essex & L Sup. *See* C & N W.								
Eureka Springs 1st g 6s.1933	F - A	.....	.....	65 Nov'97	....		.....	.....
Ev & T H 1st con 6s.....1921	J - J	123	124¾	125¾ J'ne'99	....		121¾	125¾
1st general gold 5s.....1942	A - O	103	Sale	103 103		13	100¾	106¼
Mt Vernon 1st 6s.....1923	A - O	.....	.....	.....	....		.....	.....
Evans Co Br'ch 1st g 5s..1930	A - O	.....	.....	.....	....		.....	.....
Ev & Ind 1st con gu g 6s..1926	J - J	.....	.....	100 J'ly '99	....		98	103¾
Fargo & So. *See* Ch M & St P.								
Flint & Pere M g 6s.....1920	A - O	.....	123	123¼ Aug'99	....		120¼	124
Fl 1st consol gold 5s.....1939	M - N	105¾	Sale	105 105¾		80	100¼	107
Ft Huron Div 1st g 5s.1939	A - O	*	107¾	107¾ J'ly '99	....		100	110
Fla Cen & Pen 1st g 5s..1918	J - J	*101	.....	101 Mar'99	....		101	101
1st land gr ext gold 5s.1930	J - J	.....	.....	.....	....		.....	.....
Consol gold 5s.....1943	J - J	.....	.....	.....	....		.....	.....
Ft S & V B Bge. *See* St L & SF.								
Fort St U D Co 1st g 4½s 1941	J - J	.....	.....	105 Mar'98	....		.....	.....
Ft W & D C—1st g 6s.1921	J - D	79	80	78¾ 80		7	77	87½
Ft W & Rio Gr 1st g 5-4s.1938	J - J	.....	64¼	65 Aug'99	....		62	66¾

BONDS. N.Y. STOCK EXCHANGE WEEK ENDING AUG. 11.	Interest Period.	Prices Friday, Aug. 11. Bid.	Ask.	Week's Range or Last Sale. Low.	High.	Bonds Sold. No.	Range since Jan. 1. Low.	High.
Gal Har & S A. *See* S P Co.								
Gal H & H of '82 1st 5s.1918	A - O	*104	106	105 105		10	99¼	105¼
Ga & Ala Ry 1st pf g 5s.1945	A - O	.....	.....	106 Dec'98	....		....	.....
1st consol g 5s.....1945	J - J†	.....	.....	.....	....		.....	.....
Ga Car & No 1st gu g 5s.1929	J - J	.....	.....	101 May'99	....		100	103
Georgia Pacific. *See* So Ry.								
Gila V G & Nor. *See* So Pac Co.								
Grand Rap & Ind. *See* Pa Co.								
Han & St J. *See* C B & Q.								
Guantanmo. *See* N Y N H & H.								
Hock Val 1st con g 4½s.1999	J - J	101¼	Sale	101 101¾		26	101	103¼
Registered 1999	J - J	.....	.....	.....	....		.....	.....
Col & H V 1st ext g 4s.1948	A - O	.....	107¾	107½ J'ly '99	....		107	107½
Houst E & W T 1st g 5s.1933	M - N	*103½	.....	104¾ J'ly '99	....		97¼	104¾
Hous & Tex Cen. *See* So P Co.								
Illinois Cent 1st g 4s.....1951	J - J	*114½	.....	113¾ J'ly '99	....		107¾	115¾
Registered.....1951	J - J	.....	.....	112¾ Nov'98	....		.....	.....
1st gold 3½s.....1951	J - J	*104	.....	106 J'ne'99	....		103¼	107¾
Registered.....1951	J - J	.....	.....	102½ Apr.'99	....		103¾	103¾
1st gold 3s sterling.....1951	M - S	.....	.....	.....	....		.....	.....
Registered.....1951	M - S	.....	.....	.....	....		.....	.....
Coll Trust gold 4s.....1952	A - O	.....	.....	106¼ J'ne'99	....	a9	104¾	107
Registered.....1952	A - O	.....	.....	104¾ Jan.'99	....		104¾	104¾
L N O & Tex gold 4s.....1953	M - N	.....	.....	105 Aug'99	....		103	107
Registered.....1953	M - N	.....	.....	101 Mar'99	....		.....	.....
Coll tr 2-10 gold 4s.....1904	J - J	.....	.....	100¾ Sep.'98	....		.....	.....
Registered.....1904	J - J	.....	.....	.....	....		.....	.....
Western Line 1st g 4s.1951	F - A	*111	.....	114¾ J'ne'99	....		104	114¾
Registered.....1951	F - A	.....	.....	.....	....		.....	.....
Louisville Div g 3½s.....1953	J - J	*	103¾	102¾ Aug'99	....		98¾	103¾
Registered.....1953	J - J	.....	.....	.....	....		.....	.....
St Louis Div g 3s.....1951	J - J	* 91	92	91¾ Aug'99	....		81	93¾
Registered.....1951	J - J	.....	.....	.....	....		.....	.....
Gold 3½s.....1951	J - J	*	103¾	103¾ J'ly '99	....		94	103¾
Registered.....1951	J - J	.....	.....	103¾ Apr'99	....		.....	.....
Cairo Bridge gold 4s.....1950	J - D	.....	.....	.....	....		.....	.....
Registered.....1950	J - D	.....	.....	.....	....		.....	.....
Middle Div reg 5s.....1921	F - A	.....	.....	123 May'99	....		123	123
Spring Div 1st g 3½s.1951	J - J	.....	.....	.....	....		.....	.....
Registered.....1951	J - J	.....	.....	.....	....		.....	.....
Chic St L & N O g 5s..1951	J - D	*138	.....	127¾ Aug'99	....		120	126¾
Registered.....1951	J - D	.....	.....	123 Sep.'98	....		.....	.....
Gold 3½s.....1951	J - D	.....	.....	100 Apr'99	....		100	100
Registered.....1951	J - D	.....	.....	.....	....		.....	.....
Mem Div 1st g 4s.....1951	J - D	.....	.....	104¾ Feb'99	....		104¾	104¾
Registered.....1951	J - D	.....	.....	.....	....		.....	.....
Bellev & Car 1st 6s.....1923	J - D	120	.....	121 Feb'99	....		121	121
St L Sou 1st gu g 4s.....1931	M - S	106	111	94¾ Dec'98	....		.....	.....
Carb & S 1st g 4s.....1932	M - S	*100	.....	90 Nov'98	....		.....	.....
Ind Bl & W. *See* C C C & St L.								
Ind Dec & W 1st g 5s.....1935	J - J	*104	106	104 J'ly '99	....		102¼	106¼
Ind Ill & Ia 1st ref g 5s..1948	A - O	*110	.....	106 Apr'99	....		104¾	108
Int & Gt No 1st gold 6s.1919	M - N	*123¾	.....	124½ 124½		4	123	126
2d gold 5s.....1909	M - S	.....	93¾	93¾ Aug'99	....		91	97
3d gold 4s.....1921	M - S	* 65	66	65¾ 65¾		5	60	66
Iowa Central 1st gold 5s.1938	J - D	.....	115	114 114		2	107	115
Iowa Midland. *See* Ch & N W.								
Jefferson RR. *See* Erie.								
Kal A & G R. *See* L S & M S.								
Kan & Mich. *See* Tol & O C.								
K C & MR&B 1st gu g 5s.1929		.....	.....	.....	....		.....	.....
K C P & G 1st & col g 5s.1926		..	71	Sale 67	74	1850	58¾	75
Kan C & Pac. *See* M K & T								
Kansas Mid. *See* St L & S F								
Kentucky Cent. *See* L & N.								
Keok & Des M. *See* C B I & P.								
Knoxville & Ohio. *See* So Ry.								
Lake Erie & W 1st g 5s.1937	J - J	120¾	.....	120 J'ly '99	....		116¾	121¾
2d gold 5s.....1941	J - J	111¾	.....	111 J'ly '99	....		103¾	111
North Ohio 1st gu 5s.....1945	A - O	.....	.....	103¾ J'ly '99	....		100	103
L S & M S. *See* N Y Cent.								
Leh Val (Pa) coll g 5s...1997	M - N	.....	.....	104 Aug'98	....		.....	.....
Registered 5s.....1997	M - N	.....	.....	.....	....		.....	.....
Leh V N Y 1st gu g 4½s.1940	J - J	*107¾	.....	109¾ 109¾		1	108¾	111½
Registered 1940	J - J	.....	.....	.....	....		.....	.....
Leh V Ter Ry 1st gu g 5s 1941	A - O	.....	114½	113 J'ly '99	....	a10	113	114
Registered 1941	A - O	.....	.....	109¾ J'ly '97	....		.....	.....
L V Coal Co 1st gu g 6s..1933	J - J	.....	.....	101 Aug'99	....		96	101
Registered.....1933	J - J	.....	.....	.....	....		.....	.....
Leh & N Y 1st gu g 4s....1945	M - S	91¾	.....	98 Feb'99	....		91¾	98
Registered.....1945	M - S	.....	.....	.....	....		.....	.....
El C & N 1st g 1st pf 6s.1914	A - O	*120	.....	.....	....		.....	.....
Gold guar 5s.....1914	A - O	.....	101¾	101 Aug'99	....		99¾	101¾
Leh & Hud R. *See* Cen of N J.								
Leh & Wilkesb. *See* Cent N J.								
Leroy & Caney Val. *See* Mo P.								
Lex Av & P F. *See* Met St Ry.								
L R & M 1st g 5s 1987 Tr cfts	.....	* 87	.....	87½ Aug'99	....		83	87½
Long Dock. *See* Erie.								
Long Isl'd—1st con g 5s.1931	Q - J†	.....	.....	124¾ J'ly '99	....		120	124¾
1st con g 4s.....1931	Q - J†	.....	.....	.....	....		.....	.....
General gold 4s.....1938	J - D	.....	100	100 J'ly '99	....		98	102
Ferry 1st gold 4½s.....1922	M - S	*101	.....	101 J'ly '99	....		99	101
Gold 4s.....1932	J - D	.....	.....	.....	....		.....	.....
Debenture gold 5s.....1934	J - J	.....	97¼	.....	....		.....	.....
N Y B & B 1st g 5s.....1927	M - S	*100	.....	100 Jan.'99	....		100	100
2d income.....1927	Sep	.....	.....	.....	....		.....	.....
N Y B & M B con g 5s.....1935	A - O	.....	.....	107 Jan.'99	....		107	107
Bklyn & Mon 1st g 6s.1911	M - S	.....	.....	.....	....		.....	.....
1st 5s.....1911	M - S	.....	.....	.....	....		.....	.....
Nor Sh b 1st con g gu 5s..'32	Q - O	* 95	.....	100¾ Apr'99	....		100¾	100¾
N Y Bay Ex R 1st gu g 5s'43	J - J	.....	.....	.....	....		.....	.....
Montauk Ex gu g 5s.....1945	J - J	.....	.....	.....	....		.....	.....
La & Mo Riv. *See* Chi & Alt.								
L E & St L Con cn g 5s Tr certs	.....	55¼	58	56 J'ly '99	....		50	72
General gold 4s.....1943	M - S	.....	.....	6 J'ne'99	....		6	10
Lou & Nash—Cecil Br 7s.1907	M - S	107	.....	106 Nov'97	....		.....	.....
N O & M 1st g 6r 1930	J - J	131¼	Sale	131¼ 131¾		4	129¾	134½
2d gold 6s.....1930	J - J	.....	.....	121¾ J'ly '99	....		117	123
E H & Nash 1st g 6s..1919	J - D	*113¾	.....	113 J'ly '99	....		113	118¼
General gold 6s.....1930	J - D	116¾	117	116 116		12	116	121
Pensacola div gold 6s.1920	M - S	113	.....	109 J'ly '99	....		107	109
St L div 1st g 6s.....1921	M - S	.....	.....	125 Dec'98	....		.....	.....
2d g 3s.....1980	M - S	* 85	.....	67¾ J'ly '99	....		67¾	67¾
Nash & Dec 1st 7s.....1900	J - J	*100	.....	107 Nov'98	....		.....	.....
Sink fd (S&A) g 6s.....1910	A - O	.....	.....	.....	....		.....	.....
S & N A con gu g 5s.....1936	F - A	107¾	109¾	108¾ 108¾		11	106¾	109¾
Gold 5s.....1937	M - N	109¾	.....	109 J'ly '99	....		107¾	110¾
Unified g 4s.....1940	J - J	99¾	Sale	99¾ 100¾		1	94¼	100¾
Registered.....1940	J - J	.....	.....	.....	....		.....	.....

* No price Friday; these are last bid and asked this week. † Bonds due August. ‡ Due April. ‖ Due January. ¶ Due October. ‡ Due July. *a* Optional.

OUTSIDE SECURITIES (GIVEN AT FOOT OF 7 CONSECUTIVE PAGES).—*GAS SECURITIES, &c*

Gas Securities.	Bid.	Ask.
City H & L (F storia) 5s.	‖.....	94
Col Gas L & Heat—Com..	54	.....
Preferred.....	88	.....
1st 5s 1932.....J&J	‖105¾	.....
Consolid Gas (N J)—Stck	21	24
1st 5s 1950.....J&J	87	89
Consol Gas (Pitts).....	31	33
Pref.....	.....	58¾
Bonds 5s.....	113¾	.....
Consum Gas (J City)—Stk	92	96
1st 6s.....M&N	108¾	110
Detroit Gas—*See* N Y Exch. list.		
Essex & Hudson Gas.....	41	49

Gas Securities.	Bid.	Ask.
Fort Wayne (Ind)—Stock	.....	65
1st 6s 1925.....J&J	76	79
Grand Rapids—Stock.....	103	108
1st 5s 1915.....F&A	104	106
Hartford (Ct) Gas L...25	† 45	.....
Indiana Nat & Ill Gas—Stk	48	52
1st 6s 1926.....M&N	68	72
Indianapolis Gas—Stock.	107	115
1st 6s 1920.....M&N	105	107
Jersey City Gas Light....	208	212
Laclede Gas—N Y Stock	Exch.	
Lafayette (Ind) Gas—Stk	.....	65
1st 6s 1934.....M&N	78	83

Gas Securities.	Bid.	Ask.
Logansprt & Wab Val—Stk	48	52
1st 6s 1925.....J&D	67	70
Madison (Wis) Gas—Stock	78	82
1st 6s 1926.....A&O	‖107	111
Ohio & Indiana—Stock...	48	52
1st 6s 1926.....J&D	67	70
Peoples Gas & Coke—N Y	Stock	Exch
Philadelphia Co—*See* Boston		list.
St Joseph (Mo).....	41	45
5s 1937.....J&J	93	95
St Paul Gas—Stock.....	52	54
Consol 5s 1944....M&S	‖ 88	91
Syracuse Gas—Stock.....	5	15

Gas Securities.	Bid.	Ask.
Syr'seGas—1st 5s '45.J&J	.....	89
Western Gas (Milw).....	100¾	101¼
5s—*See* N Y St Ex list.		
Telegr. & Teleph.		
American Dist Tele—NY	Stock	Exch
American Tel & Cab—NY	Stock	Exch
Central & South Amer...	112	114
Chas & Poto Teleph—Stk	77½	79
Bond 5s.....	104	.....
Commercial Cable.....	184	186
Commer Union Tel (NY).	.....	118
Empire & Bay State Tel..	78	80

‖ And interest. † Price per share.

BONDS N.Y. STOCK EXCHANGE WEEK ENDING AUG. 11.	Interest Period.	Price Friday, Aug. 11. Bid.	Ask.	Week's Range or Last Sale. Low.	High.	Bonds Sold. No.	Range since Jan. 1. Low.	High.
Lou & Nash (Con.)								
Col tr 5-20 g 4s 1903-18	A-O	100	Sale	99½	100	153	98¾	101
Pens & Atl 1st gu g 6s.1921	F-A	113	Sale	113	113	8	111	113
Coll trust g 5s.........1931	M-N	......	110	108¾	J'ly '99	....	108	110
L&N&M&M 1st g 4½s.1945	M-S	*108	......	108	Jan.'99	....	108	108
N Fla & S 1st gu g 5s ..1937	F-A	107¾	......	108	Aug'99	....	106½	110½
Kentucky Cent g 4s...1987	J-J	* 97¾	.....	98	98	17	91	98
L Cin & Lex g 4½s....1931	M-N	*113	......	108	Jan.'98	...	......	......
L & Jeff Bge Co gu g 4s.1945	M-S	* 96	98	97¾	J'ly '99	a1	97¾	98½
L N A & C. *See* C I & L.								
Louis Ry Co 1st con g 5s.1930	J-J	......	......	109	Mar'98	....	......	......
Mahon Coal. *See* L S & M S.								
Manhattan Ry con 4s.1990	A-O	109¾	....	109½	110	18	95	112¾
Metropol El 1st g 6s...1908	J-J	118	Sale	118	118½	14	116	121½
2d 6s..................1899	M-N	101⅞	......	101⅞	J'ly '99	....	100⅞	102⅞
Man S W Coloniz g 5s...1934	J-D	......	......	......	......	...	......	......
Market St C Ry 1st g 6s.1913	J-J	......	......	......	......	...	......	......
McK'pt & B V. *See* P McK&Y								
Metropolitan El. *See* Man Ry.								
Met St Ry gen c tr g 5s..1997	F-A	120⅞	Sale	120½	120⅞	16	118¾	124
Bway&7thAv 1st c g 5s.1943	J-D	123	Sale	123	123	....	121	125¼
Registered ... .1943	J-D	......	......	......	......	....	......	......
Col&9thAv 1st gu g 5s.1993	M-S	*126¼	.....	126¼	J'ly '99	....	123¾	127
Registered 1993	M-S	......	......	......	......	....	......	......
Lex Av & P F 1st gu g 5s.'93	M-S	126¼	127½	127½	J'ly '99	....	124	127½
Registered	M-S	......	......	......	......	....	......	......
Mex Cent con gold 4s...1911	J-J	......	......	77	J'ne'99	....	68¾	77
1st con income g 3s...1939	J'ly†	19	......	21	Aug'99	....	16½	25½
2d con income g 3s....1939		12¼	Sale	12	12¼	30	9¾	14¾
Equip & coll g 5s...... '17	A-O	......	......	......	......	..	......	......
Mex Internat 1st con g 4s.'77	M-S	87¼	Sale	87	87¼	30	84½	88¾
Mex Nat 1st gold 6s.....1927	J-D	......	......	......	......	....	......	......
2d inc 6s A Cp stmpd.1917	M-S‡	......	......	......	......	....	......	......
2d income gold 6s B..1917	An.‡	......	......	14	Apr'99	....	14	14
Mex North 1st gold 6s..1910	J-D	......	......	97	Feb '97	....	......	......
Registered 1910	J-D	......	......	......	......	....	......	......
Mich Cent. *See* N Y Cent.								
Mid of N J. *See* N Y Sus & W								
Mil El Ry & L 30-yr g 5s.1926	F-A	......	......	105½	Feb.'99	...	103½	105½
M L S & W. *See* Chic & N W								
Mil & Mad. *See* Chic & N W								
Mil & North. *See* Ch M & St P								
Mil & St P. *See* Ch M & St P								
Min & St L gu. *See* B C R & N								
Minn & St L—1st g 7s ..1927	J-D	......	......	150	Apr'99	...	145	150
Iowa ex 1st gold 7s...1909	J-D	......	......	121	J'ly '99	....	121	125
South West ex 1st g 7s.'10	J-D	......	......	127	Jan.'99	....	127	127
Pacific ex 1st gold 6s .1921	A-O	....	......	128	Dec '98	....	......	......
1st cons gold 5s........1934	M-N	115⅝	Sale	115½	115⅝	2	110½	115⅝
1st and refund. 4s....1949	M-S	98½	Sale	98½	99	10	98	99⅝
M & P 1st 5s st 4s int gu..'36	J-J	......	......	......	......	....	......	......
M SSM&A 1st g 4s int gu.'26	J-J	......	......	......	......	....	......	......
M StP&SSM con g 4s int gu'38	J-J	......	......	......	......	...	......	......
Minn St Ry 1st con g 5s.1919	J-J	......	......	......	......	...	......	......
Minn Un. *See* St P M & M.								
Mo Kan & Tex—1st g 4s.1990	J-D	93	Sale	93	93¼	30	91¾	96
2d gold 4s..............1990	F-A‡	67	Sale	65⅞	67	203	65¾	71
1st exten gold 5s......1944	M-N	88	90	88¾	88¾	15	82	91¼
M K & T of T 1st gu g 5s.'42	M-S	91	Sale	91	91¼	8	86	91½
K C & Pac 1st g 4s....1990	F-A	75	77	79	J'ly '99	....	75¼	82
Dal & Wa 1st gu g 5s.1940	M-N	95	......	95	95	11	85	95
Boonev Bdg Co gu g 7s..'06	M-N	......	......	......	......	...	......	......
Tebo & Neosho 1st 7s.1903	J-D	......	......	......	......	....	......	......
Mo K & E 1st gu g 5s...1942	A-O	......	105½	105	105½	5	101¼	107½
Mo Pac—1st con g 6s...1920	M-N	118	Sale	118	118½	40	108¾	121¾
3d 7s....................1906	M-N	115	......	116	J'ly '99	....	114	117
Trust g 5s..............1917	M-S†	100	Sale	100	100	44	91½	100½
Registered 1917	M-S†	......	......	......	......	....	......	......
1st coll gold 5s.........1920	F-A	95½	97	96	96¼	22	88	98¼
Registered 1920	F-A	......	......	......	......	...	......	......
Pac R of Mo 1st ex g 4s.'38	F-A	*107	......	107	107¼	3	106	109
2d extended gold 5s.1938	J-J	*111	......	111¼	J'ly '99	....	111¼	115
Verd V I & W 1st g 5s..'26	M-S	......	......	......	......	....	......	......
Leroy & C V A L 1st g 5s '26	J-J	......	......	......	......	....	......	......
St L & I Mt 1st ext g 4½s.'47	F-A‡	......	....	106	J'ly '99	....	105½	106½
2d ext g 5s............1947	M-N	......	......	106½	J'ly '99	....	105	107¼
Gen con ry & ld gr t g 5s '31	A-O	113⅞	Sale	113¼	114	93	105	114⅝
Gen con stamp gtd g 5s '31	A-O	113¼	......	111½	J'ly '99	....	110	111½
Miss Riv Bdge. *See* Chic & Alt								
Mob & Birm prior lien g 5s.'45	J-J	......	......	......	......	....	......	......
Small..........	J-J	......	......	......	......	....	......	......
Income gold 4s.........1945	J-J	......	......	......	......	....	......	......
Mob & Ohio new gold 6s..'27	J-D	......	......	127¼	J'ly '99	....	125	130¼
1st extension gold 6s.1927	Q-J‡	......	....	121¾	J'ne'99	....	117	122
General gold 4s........1938	M-S	87	Sale	86½	87	8	82½	88½
Montgom Div 1st g 5s.1947	F-A	......	......	108¾	J'ly '99	....	106	109¾
St L & Cairo gu g 4s..1931	J-J	......	......	......	......	....	......	......
Mohawk & Mal. *See* N Y C & H								
Monongahela Riv. *See* B & O								
Mont Cent. *See* St P M & M.								
Montauk Ext. *See* Long Is.								
Morgan's La & T. *See* S P Co.								
Morris & Essex. *See* Del L&W								
Nash Chat & St L 1st 7s.'13	J-J	*131	131½	131	131	5	131	132¾
2d 6s........ 1901	J-J	......	......	105¾	Nov'97	....	......	......
1st con gold 5s.........1928	A-O	105⅞	......	107¼	107¾	21	105¼	108⅝
1st 6s T & P b..........1917	J-J	......	......	......	......	....	......	......
1st 6s McM M W & Al.1917	J-J	*114	......	......	......	....	......	......
1st gold 6s Jasper Bch.1923	J-J	*115	......	115	Mar'99	....	115	115
Nash Flor & Shef. *See* L & N								
New H & D. *See* N Y N H & H								
N J June RR. *See* N Y Cent.								
N J Southern. *See* Cent N J.								
New & Cin Bdge. *See* Penn Co								
N O & N E prior lien g 6s.1915	A-O¶	......	......	......	......	....	......	....
N Y B & Man Bch. *See* L I.								
N Y Bay Exten RR. *See* L I.								
N Y Cent & H R—1st 7s.1903	J-J	111¾	......	112	112	8	112	117½
Registered............1903	J-J	111¾	......	112	J'ne'99	....	112	117½
Debenture 5s of.1884-1904	M-S	*109	......	109	109	5	107¼	113¼
Registered 1884-1904	M-S	*109	......	113¼	Jan.'99	....	113¼	113¼
Reg deb 5s of ...1889-1904	M-S	*109	......	109¾	Sep.'97	...	......	......
Debenture g 4s..1890-1905	J-D	......	......	103¼	J'ne'99	....	103¼	105
Registered.....1890-1905	J-D	......	......	104¾	Feb.'99	....	......	......
Debt certs ext g 4s....1905	M-N	......	......	103	Aug'99	....	103	107⅝
Registered............1905	M-N	......	......	102¾	Aug'99	....	102¾	102¾
G 3½s...................1997	J-J	110½	111	110½	J'ly '99	....	110½	113¼
Registered............1997	J-J	......	......	112½	Apr'99	....	111¼	112½
Lake Shore col g 3½s.1998	F-A	99½	100¼	99⅞	100¼	84	99¾	103
Registered 1998	F-A	......	......	100	Aug'99	....	98	103

BONDS. N.Y. STOCK EXCHANGE WEEK ENDING AUG. 11.	Interest Period.	Price Friday, Aug. 11. Bid.	Ask	Week's Range or Last Sale. Low.	High.	Bonds Sold. No.	Range since Jan. 1. Low.	High.
N Y Cent (Con.)								
Mich Cent coll g 3½s..1998	F-A	*100	100½	100	100¼	17	98	102¼
Registered 1998	F-A	......	......	100	May'99	....	97¼	100
Harlem 1st 7s...........1900	M-N	*104	......	104	J'ly '99	....	103¾	108
Registered.. 1900	M-N	......	.....	104	J'ne'99	....	103	106¼
N J June R gu 1st 4s .1986	F-A	......	......	108	May'97	...	......	......
Registered 1986	F-A	......	......	......	......	...	......	......
West Shore 1st 4s gu.2361	J-J	......	114¼	114	114	1	110¼	117¾
Registered..........2361	J-J	......	......	114	Aug'99	....	109¾	115¾
Beech Crk 1st gu g 4s.1936	J-J	......	......	108	Nov'98	....	......	......
Registered...... 1936	J-J	......	......	106	J'ne'98	....	......	......
2d gu gold 5s.........1936	J-J	......	......	......	......	....	......	......
Registered.. 1936	J-J	......	......	......	......	....	......	......
Clearfield Bitum Coal Corp								
1st s f int gu g 4s ser A.'40	J-J	......	......	95	J'ly '98	....	......	......
Small bonds series B..'40	J-J	......	......	......	......	....	......	......
Gouv & Oswe 1st gu g 5s.'42	J-D	......	......	......	......	...	......	......
R W & Og con 1st ext 5s.'22	A-O§	*128½	.....	129	129	5	128½	132
Nor & Mont 1st gu g 5s.'16	A-O	......	......	......	......	....	......	......
R W & O T R 1st gu g 5s.18	M-N	......	......	......	......	....	......	......
Oswe & R 2d gu g 5s..1915	F-A§	......	......	113	Apr'99	....	113	113
Utica & Blk Riv gu g 4s.'22	J-J	......	......	107	Aug'98	....	......	......
Moh & Mal 1st gu g 4s.1991	M-S	......	......	......	......	....	......	......
Cart & Ad 1st gu g 4s.1981	J-D	......	......	......	......	....	......	......
N Y & Put 1st con gu g 4s.'93	A-O	......	......	......	......	....	......	......
N Y & North 1st g 5s..1927	A-O	......	......	123	J'ly '99	....	123	123
Lake Shore & Mich South—								
Det Mon & Tol 1st 7s 1906	F-A	*123	......	123	J'ne'99	....	123	123
Lake Shore con 1st 7s 1900	J-J	*108¾	......	108¾	Aug'99	....	103¾	107¼
Registered 1900	Q-J§	......	......	108¾	J'ly '99	....	103¾	106½
Consol 2d 7s.........1903	J-D	*114¼	......	115	J'ly '99	....	114¼	117¼
Registered........1903	J-D	......	......	114¼	J'ne'99	....	114¼	116½
Gold 3½s.........1997	J-D	*110	111	110⅛	110⅛	1	106	112⅞
Registered........1997	J-D	......	......	111	Apr'99	....	106	111
Cin & S 1st g L S & M S 7s '01	A-O	......	......	108¼	Dec '97	....	......	......
K A & G R 1st g c 5s.1938	J-J	......	......	......	......	....	......	.....
Mahon C'l RR 1st 5s.1934	J-J	......	......	121	Oct.'98	....	......	......
Mich Cent—1st con 7s 1902	M-N	111	......	110⅝	111	8	109	112¾
1st con 5s...... 1902	M-N	*104¼	......	103	May'99	...	103	103
6s......................1909	M-S	......	......	122	Feb.'98	....	.....	......
5s......................1931	M-S	*130½	......	121¼	J'ne'98	....	......	......
Registered 1931	Q-M	......	......	125¼	Jan.'98	....	......	......
4s......................1940	J-J	......	......	106½	Feb.'98	....	......	......
Registered 1940	J-J	......	....	108	Jan.'98	....	......	......
Bat C & St 1st gu g 3s.'89	J-D	......	85½	.....	......	....	......	......
N Y Chic & St L 1st g 4s.1937	A-O	107½	.....	107½	107½	3	105¾	108
Registered..............1937	A-O	......	107½	106½	J'ly '99	....	105½	106½
N Y & Greenw Lake. *See* Erie								
N Y & Har. *See* N Y C & Hud.								
N Y Lack & W. *See* D L & W								
N Y L E & W. *See* Erie.								
N Y & N E. *See* N Y N H & H								
N Y N H & Hart 1st reg 4s.'03	J-D	......	......	104½	Oct.'97	..	......	....
Convert deb certs $1,000..	A-O	*......	190	187½	187½	1	173	191
Small certfs $100.........	...	......	......	184	Apr'99	....	172	184
Housatonic R con g 5s.1937	M-N	......	......	126½	Aug'98	....	......	......
N H & Derby con 5s...1918	M-N	......	......	......	......	....	......	.....
N Y & N E 1st 7s......1905	J-J	*117¾	......	117¾	J'ly '99	....	117¾	121¼
1st 6s..................1905	J-J	*113	......	113	J'ly '99	....	113	115
N Y & North. *See* N Y C & H.								
N Y O & W. Ref 1st g 4s 1992	M-S‖	*	106⅞	106¾	106⅞	14	108	106⅞
Regis $5,000 only...1992	M-S‖	......	......	101½	Nov'98	....	.....	......
N Y & Put. *See* N Y C & H.								
N Y & R B. *See* Long Isl.								
N Y S & W. *See* Erie.								
N Y Tex & M. *See* So Pac Co.								
North Illinois. *See* Chi & NW.								
North Ohio. *See* L Erie & W.								
Northern Pacific—								
Gen 1st RR & L G s f g 6s.'21	J-J	......	......	119½	Apr'99	....	114½	120
Registered.............1921	J-J	......	......	112	J'ly '99	....	112	112
St P & N P gen g 6s...1923	F-A	......	......	131¼	May'99	....	131¼	131¼
Registered ctfs.......1923	Q-F	......	......	132	J'ly '99	....	132	132
Prior lien r & l g g 4s..1997	Q-J	102½	102¾	102¼	103	55	101¾	106¾
Registered.............1997	Q-J	......	......	103⅞	Aug'99	...	102	104½
General lien g 3s......2047	Q-F†	66¾	67¼	66¾	67	37	66¼	70
Registered 2047	Q-F†	......	......	66½	J'ne'99	....	65¾	66¼
Wash Cent 1st g 4s...1948	Q-M	......	......	95	May'99	....	90	96
Nor Pac Ter Co 1st g 6s.1933	J-J	......	......	115½	J'ly '99	....	112	119
Nor Ry Cal. *See* Cent Pac.								
Nor Wis. *See* C St P M & O.								
Nor & South 1st g 5s....1941	M-N	......	110½	108½	J'ly '99	....	107½	108½
Norfolk & Western—								
Gen g 6s.... 1931	M-N	......	......	135	J'ne'99	....	130	135
New River 1st g 6s....1932	A-O	130	132¼	128	Nov'98	....	......	......
Imprvmt & ext g 6s...1934	F-A	......	......	117½	Aug'98	....	......	......
C C & T 1s gu g 5s....1922	J-J	......	......	101	Feb '97	..	......	......
Scio V&N E 1st gu g 4s.1989	M-N	100	......	100	100¼	10	96¼	101
N & W Ry 1st con g 4s.1996	A-O	95	Sale	94½	95	44	88¾	96
Registered 1996	A-O	......	......	95¼	J'ne'99	....	95¼	95¼
Small...................1996	A-O	......	......	......	......	....	......	......
Nor & Mont. *See* N.Y.Cent.								
O Ind&W. *See* C C C & St L.								
Ohio & Miss. *See* B&O SW.								
Ohio River RR 1st g 5s..1936	J-D	......	......	102	Jan.'98	....	......	....
General gold 5s.........1937	A-O	* 85	87	......	.....	....	......	......
Om & St L 1st g 4s......1901	J-J	* 80¼	82	80	80¼	6	65	85
Ore & Cal. *See* So Pac Co.								
Ore Ry & Nav 1st s f g 6s.1909	J-J	......	......	112½	113	10	110	114
Ore RR & Nav con g 4s..1946	J-D	100¾	......	101	101¾	32	100½	105
Ore Short Line 1st g 6s.1922	F-A	......	130	129½	Aug'99	....	128	133¼
Utah & Nor 1st 7s.....1908	J-J	......	......	121	Mar'99	....	121	121
Gold 5s.................1926	J-J	......	......	102	May'97	....	......	......
Ore Sh L—1st con g 5s...1946	J-J	......	112¾	113	113	7	108	116
Non-cum inc A 5s.....1946	Sep.‡	97	Sale	96½	97	7	85	97
Non-cu inc B & col tr..1946	Oct.‡	76½	Sale	75	76½	95	65¾	76½
Oswego & Rome. *See* N Y C								
O C F & St P. *See* C & N W								
Pac Coast Co—1st g 5s.1946	J-D	*103½	104	104	105	22	103	106
Pac of Missouri. *See* Mo Pac								
Panama 1st s f g 4½s....1917	A-O	*105	......	......	......	....	......	......
S f subsidy g 6s.. 1910	M-N	......	......	......	......	....	......	......
Penn Co gu 1st g 4½s...1921	J-J	......	116½	115¾	J'ly '99	....	114½	118
Registered..............1921	J-J	114½	......	113¾	Mar'99	....	113¾	115½
Gtd 3½s col trust reg.1937	M-S	......	......	102	Nov'98	....	......	......
P C C & St L con gu g 4½s—								
Series A...............1940	A-O	*118	... ..	118	J'ly '99	....	114¾	118
Series B guar..........1942	A-O	*118	.. ...	118½	J'ne'99	....	114	119
Series C guar..........1942	M-N	*113	......	113	Nov'98	....	......	......
Series D 4s guar......1945	M-N	*107	......	107	Dec '98	....	......	......

* No price Friday; these are latest bid and asked this week. † Due Jan. ‡ Due Jan. ‖ Due June. § Due May. ¶ Due Nov. *a* These are option sales.

OUTSIDE SECURITIES (GIVEN AT FOOT OF 7 CONSECUTIVE PAGES).—*TEL & ELECTRIC, &c*

Teleg. & Teleph.	Bid.	Ask.	Teleg. & Teleph.	Bid.	Ask.	Electric Companies.		Ask.	Electric Companies.	Bid.	Ask.
Erie Teleg & Telep.—*See*	Bosto	nList	Southern & Atlantic......	92	95	East End Electric Light.	.....	......	Toronto (Can) [illegible] El Lt Co.	142	144
Franklin	42	50	West'n Union Teleg—N Y	Stock	Exch	Electro-Pneumatic Trans	2	2½	Thom Houst We[illegible]ng Co.	......	100
Gold & Stock..............	118½	......				Fort Wayne Elec. Co..25	4c	8c	United Elec Lt&P Co pref	12	18
Bonds..................	90	......				Series A...............	......	.....	Bonds................	‡ 96¾	97¾
Hudson River Telephone	113	115	**Electric Companies.**			General Electric Co—N Y	Stock	Exch	Woonsocket (R I) El Co..	104	106
Internation Ocean.........	115	.....	Allegheny Co Light Co...	168	172	Do pref.—*See* Boston L	ist.				
Mexican Telegraph........	215	220	Brush Electric Co.........	44	46	Hartford (Ct) Elec Lt Co.	128	132	**Ferry Companies.**		
Mexican Telephone—*See*	Bosto	n list.	Br'dgprt (Ct) El Lt Co.25	† 47	......	Hartf'd(Ct) Lt&PowCo25	† 6	8	Brooklyn Ferry-Stock ..	37½	38½
New Eng Telep—*See* Bost	on list		Consol Electric Storage..	10	20	Mo Edison Electric........	25	28	Bonds 5s..................	‡ 95	96
Northwestern Telegraph.	115	......	Eddy Electric Mfg Co..25	† 13¾	15	Do preferred............	67	69	Metropolitan Ferry—5s..	108	110
N Y & N J Telephone....	187	195	Edison El Ill Co NY—N Y	Stock	Exch	Narragan. (Prov) El Co.50	96	100	N J & N Y Ferry—Stock..	......	......
6s 1920.............M&N	113	115	Edison El Ill Co Brk—N Y	Stock	Exch	New Hav (Ct) Elec Lt Co	185	......	1st 5s 1946.........J&J	‡113	115
Pacific & Atlantic........	75	80	Edison Ore Milling Co....	8	12	Rhode Island Elec Pro Co.	117	......	‡And interest. †Price	per sh	are

BONDS. N.Y. STOCK EXCHANGE WEEK ENDING AUG. 11.	Interest Period.	Price Friday, Aug. 11. Bid.	Price Friday, Aug. 11. Ask.	Week's Range or Last Sale. Low.	Week's Range or Last Sale. High.	Bonds Sold. No.	Range since Jan. 1. Low.	Range since Jan. 1. High.
Pennsyl. Co. (Co.)								
Pitts Cin & St L 1st 7s. 1900	F-A	.....	.....	105¾ Apr '99		...	105¾	107¼
Registered	F-A	.....	.....	109¼ Apr '97		...	.....	.....
Pitts Ft W & C 1st 7s. 1912	J-J	.....	.....	141 Mar '99		...	138¾	141
2d 7s	J-J	.....	.....	140½ May '99		...	140½	140½
3d 7s	A-O	.....	.....	135 J'ne '99		...	135	135
C St L & P 1st con g 5s. 1932	A-O	.....	.....	113¾ Apr '97		...	.....	.....
Registered	A-O	.....	.....	.....		...	.....	.....
Clev & Pitts con s f 7s. 1900	M-N	.....	.....	108 Apr '99		...	108	108
Gen gu g 4½ser'sA. 1942	J-J	.....	.....	121 J'ly '99		...	121	121
Series B	A-O	.....	.....	.....		...	.....	.....
Erie & Pitt gu g 3½s B. 1940	J-J	.....	.....	.....		...	.....	.....
Series C	J-J	.....	.....	.....		...	.....	.....
Gr R & I ex 1st gu 4½s. 1941	J-J	.....	.....	113¾ J'ne '99		...	113¾	113¾
Allegh Val gen gu g 4s. 1942	M-N	.....	.....	102 Nov '97		...	.....	.....
N & C Bdge gen gu g 4½s. '45	J-J	.....	.....	.....		...	.....	.....
Penn RR 1st real es g 4s. 1923	M-N	.....	.....	108 May '97		...	.....	.....
Con sterling g 6s	J-J	.....	.....	.....		...	.....	.....
Con currency 6s reg	Q-M	.....	.....	.....		...	.....	.....
Con g 5s	M-N	.....	.....	.....		...	.....	.....
Registered	Q-N	.....	.....	.....		...	.....	.....
Con g 4s	M-N	.....	.....	.....		...	.....	.....
Cl & Mar 1st gu g 4½s. 1935	M-N	*110	111	.....		...	.....	.....
U N J RR & Can gen 4s. 1944	M-S	.....	.....	115¼ Feb. '99		...	.....	.....
D R R R & Bge 1st gu 4s g. '36	F-A	.....	.....	.....		...	.....	.....
Sun & Lewis 1st g 4s. 1936	J-J	.....	.....	.....		...	.....	.....
Pensacola & At. *See* L & Nash								
Peo Dec & E 1st g 6s tr rec. '20	J-J	.....	.....	99¾ J'ne '99		...	99	101
Evans Div 1st g 6s tr rec. '20	M-S	.....	.....	94½ J'ly '99		...	93½	97
2d g 5s tr rec 1st pd. 1926	M-N	.....	.....	20 Dec '98		...	.....	.....
Peo & East. *See* C C C & St L								
Peo & Pek Un 1st g 6s. 1921	Q-F	.....	.....	126 Apr '99		...	126	126
2d g 4½s. Feb., 1921	M-N	.....	.....	100½ J'ly '99		...	100	100½
Pine Creek reg guar 6s. 1932	J-D	.....	.....	137 Nov '97		...	.....	.....
Pitts Clin & St L. *See* Penn Co								
P C C & St L. *See* Penn Co.								
Pitts Clev & Tol 1st g 6s. 1932	A-O	.....	.....	107¼ Oct. '98		...	.....	.....
Pitts & Connellav. *See* B & O								
Pitts Ft W & Ch. *See* Penn Co								
Pitts Junc 1st g 6s. 1922	J-J	.....	.....	121 Nov '98		...	.....	.....
Pitts & L Erie—2d g 5s. 1928	A-O	.....	.....	.....		...	.....	.....
Pitts McK & Yo—1st gu 6s. '32	J-J	*143½	.....	.....		...	.....	.....
2d guar 6s. 1934	J-J	.....	.....	.....		...	.....	.....
McKee & B V 1st g 6s. 1918	J-J	.....	.....	.....		...	.....	.....
Pitts P & F 1st g 5s. 1916	J-J	* 90	.....	90 J'ne '99		...	90	90
Pitts Sh & L E 1st g 5s. 1940	A-O	.....	.....	116 J'ly '99		...	113	116
1st consol gold 5s. 1943	J-J	.....	.....	98 J'ly '97		...	.....	.....
Pitts & West 1st g 4s. 1917	J-J	*	100	100 J'ne '99		...	98	100
J P M & Co certifs		* 99½	100	99¾	99½	59	98¾	100¾
Pitts Y & Ash 1st con 5s. 1927	M-N	.....	.....	.....		...	.....	.....
Reading Co gen g 4s. 1997	J-J	88½	Sale	87½	88½	264	85¾	91¾
Re Registered. 1997	J-J	.....	.....	88¾ J'ly '99		...	86¼	89½
Rensselaer & Sar. *See* D & H								
Rich & Dan. *See* South Ry.								
Rio Gr West 1st g 4s. 1939	J-J	*	93	98	98¼	85	91	102¼
Utah Cent 1st gu g 4s. 1917	A-O	*	87	88	J'ne '99	....	87½	88¾
Rio Gr June 1st gu g 5s. 1939	J-D	*103	105	104	May '99	....	102¾	104¼
Rio Gr So 1st g 5-4s. 1940	J-J	.....	72	72	72	5	72	74¼
Rosh & Pitts. *See* B R & P.								
Rome Wat. & Og. *See* N Y Cent.								
Salt Lake C 1st g 6s. '03-13	J-J	.....	.....	.....		...	.....	.....
St Jo & G I 1st g 2-3-4s. 1947	J-J	* 88¼	85	84¼	Aug '99	....	79¼	84½
St L A & T H. *See* Illinois Cent.								
St L & Cal. *See* Mob & Ohio.								
St L & Iron Mount. *See* M P								
St L K C & N. *See* Wabash.								
St L M Br. *See* T R R A of St L								
St L & S F 2d g 6s Cl A	M-N	.....	.....	114	J'ly '99	...	112¾	115
2d gold 6s Class B	M-N	.....	.....	114	J'ly '99	...	115¼	114¼
2d gold 6s Class C	M-N	.....	.....	114	J'ly '99	...	112¾	115
1st g 6s Pierce C & O. 1919	F-A	.....	.....	.....		...	.....	.....
General gold 6s	J-J	123¾	Sale	123¾	124¼	21	122	126¾
General gold 5s	J-J	10[illegible]	Sale	10[illegible]	109	14	107	112¾
1st trust gold 5s	A-O	*103	.....	101	J'ne '99	....	100¾	105¾
Ft S & V B Bdg 1st g 6s. 1910	A-O	.....	.....	105	Oct. '97	...	.....	.....
Kansas Mid 1st g 4s. 1937	J-D	.....	.....	.....		...	.....	.....
St L & S F RR g 4s. 1996	J-J	85½	Sale	85½	85¼	6	82	89
Southw Div 1st g 5s. 1947	A-O	.....	.....	100	J'ly '99	....	98	103
St L So. *See* Illinois Cent.								
St L S W 1st g 4s bd cfs. 1989	M-N	95	Sale	95	95¾	163	84¾	97
2d g 4s inc bond cfs. 1989	J-J	66	Sale	65¾	66¾	602	40¾	66¾
St Paul City Cab. g 5s. 1937	J-J	*109½	.....	112	Aug '99	....	108	112
Guaranteed gold 5s. 1937	J-J	.....	.....	.....		...	.....	.....
St Paul & Duluth 1st 5s. 1931	F-A	119	.....	120	Feb '99	....	120	122¾
2d 5s. 1917	A-O	118	.....	118¼	J'ly '99	....	118	115
1st con g 4s. 1968	J-D	99	Sale	99	99	1	99	102
St Paul M & M 2d 6s. 1909	A-O	*121	.....	122	J'ne '99	....	121	124¼
Dakota ext gold 6s. 1910	M-N	*122	.....	122	123	8	122	125¼
1st consol gold 6s. 1933	J-J	*142	.....	143½	Aug '99	....	138¼	146¼
Registered. 1933	J-J	.....	.....	137¾	Feb '99	....	137¾	137¾
Reduced to gold 4½s. 1933	J-J	.....	116½	117	117	11	112¾	119½
Registered. 1933	J-J	.....	.....	106¼	Mar '98	....	.....	.....
Mont Ext 1st gold 4s. 1937	J-D	*.....	105	105	106	3	104¼	108¼
Registered. 1937	J-D	*.....	104½	104	Jan. '99	....	104	104
Minn Union 1st g 6s. 1922	J-J	.....	.....	122½	Jan. '98	....	.....	.....
Mont C 1st gu g 6s. 1937	J-J	*134½	.....	137¾	J'ne '99	....	134¼	137¾
Registered. 1937	J-J	.....	.....	115	Apr '97	....	.....	.....
1st guar gold 5s. 1937	J-J	*.....	122	117¾	J'ne '99	....	113¼	117¾
Registered. 1937	J-J	.....	.....	.....		...	.....	.....
E M 1st div 1st g 5s. 1908	A-O	*111¾	.....	111¾	J'ly '99	....	110½	113¼
Registered. 1908	A-O	.....	.....	.....		...	.....	.....
Nor div 1st g 4s. 1940	A-O	.....	.....	.....		...	.....	.....
Registered. 1940	A-O	.....	.....	.....		...	.....	.....
Will & S F 1st g 5s. 1938	J-D	.....	.....	120	Apr '99	....	115	120
Registered. 1938	J-D	.....	.....	.....		...	.....	.....
St P & Nor Pac. *See* Nor Pac								
St P & O City. *See* C St P M & O								
S Fe Pres & Ph 1st g 5s. 1942	M-S	107	109	107¾	107¾	45	95	107¾
S A & A P. *See* So Pac. Co.								
S F & N P 1st s f g 5s. 1919	J-J	.....	.....	100¾	Oct. '97	....	.....	.....
Sav F & W 1st con g 6s. 1934	A-O	*128	.....	104½	Oct. '97	....	.....	.....
1st g 5s	1934	A-O		112	Mar '99	....	112	135½
Scioto Val & N E. *See* Nor & W								
Seab & Roa 1st 5s. 1926	J-J	.....	.....	104¾	Feb. '98	....	.....	.....
Car Cent 1st con g 4s. 1949	J-J	.....	.....	.....		...	.....	.....
Sod Bay & So 1st g 5s. 1924	J-J	.....	.....	.....		...	.....	.....
So Car & Ga. *See* Southern.								
Southern Pacific Co—								
Gal Har & S A 1st g 6s. 1910	F-A	*110	113	113¼	J'ne '99	....	113¼	114
2d g 7s. 1905	J-D	*108	110	110	Feb '99	....	110	114

BONDS. N.Y. STOCK EXCHANGE WEEK ENDING AUG. 11.	Interest Period.	Price Friday, Aug. 11. Bid.	Price Friday, Aug. 11. Ask.	Week's Range or Last Sale. Low.	Week's Range or Last Sale. High.	Bonds Sold. No.	Range since Jan. 1. Low.	Range since Jan. 1. High.
So Pacific Co. (Con.)								
G H & S A M & P 1st g 5s '31	M-N	103½	Sale	103¼	103½	37	100¼	105
Hous & T C 1st W & N 7s. '03	J-J	.....	.....	.....		...	.....	.....
1st g 5s int gtd	1937	J-J	110⅜	Sale	110½	110¾	47	107	113¼
Con g 6s int gtd	1912	A-O	*111	.....	111	May '99	....	111	112
Gen g 4s int gtd	1921	A-O	88	89	88¾	89½	17	87¾	90
Morgan's La & T 1st g 6s. '20	J-J	.....	.....	.....		...	120½	Feb. '99	....	.....	.....
1st 7s	1918	A-O	.....	.....	138	J'ly '99	....	138	139
N Y T & Mex gu 1st g 4s. '12	A-O	.....	.....	.....		...	.....	.....
Ore & Cal 1st gtd g 5s. 1927	J-J	.....	.....	105	Mar '99	....	97	105
S A & A Pass 1st gu g 4s. '43	J-J	79½	Sale	79¼	80	28	77¼	86
Tex & N O 1st 7s	1905	F-A	.....	.....	116	Dec '98	....	.....	.....
Sabine div 1st g 6s	1912	M-S	.....	.....	106¼	Nov '97	....	.....	.....
Con g 5s	1943	J-J	104	Sale	103¾	104	47	102	106¾
So P of Arg u 1st g 6s. '09-10	J-J	112	.....	112	112	40	109¼	115
S P of Cal 1st g 6s. '05-12	A-O	*110¾	.....	122	Apr '99	....	112	122
1st con guar g 5s	1937	M-N	.....	.....	106¼	May '99	....	106¼	106¼
Stamped	1905-37	M-N	107¾	Sale	107¾	108¾	38	106	109¼
A & N W 1st gu g 5s. 1941	J-J	.....	.....	97¾	J'ly '99	....	90	101
S P Coast 1st gu g 4s. 1937	J-J	.....	.....	.....		...	.....	.....
S Pac of N Mex 1st g 6s. '11	J-J	.....	.....	113¾	Nov '98	....	.....	.....
Gila V G & N 1st gu g 5s. 1924	M-N	*104	106	105¼	Aug '99	....	104¼	105¼
South Ry—1st con g 5s. 1994	J-J	109	109¼	109	109¾	11	103¾	113¼
Registered	1994	J-J	.....	.....	106¼	Mar '99	....	106¼	106¼
Mem Div 1st g 4-5-6s	1996	J-J	.....	.....	110	J'ly '99	....	107¾	110¾
Registered	1996	J-J	.....	.....	.....		...	.....	.....
E Ten reor lien g 4-5s. 1938	M-S	.....	.....	110	J'ly '99	....	106	110
Registered	1938	M-S	.....	.....	.....		...	.....	.....
Ala Cen R 1st g 6s	1918	J-J	.....	.....	112¾	Aug '97	....	.....	.....
Atl & Ch Air Line inc. 1900		A-O	.....	.....	.....		...	.....	.....
Col & Greenv 1st 5-6s. 1916		J-J	.....	.....	118¾	J'ne '99	....	117	118¾
E T Va & Ga 1st 7s. 1900		J-J	* 98¾	.....	105¾	J'ne '99	....	104¼	105¾
Divisional g 5s. 1930		J-J	.....	118	116¾	Aug '99	....	114¼	116¾
Con 1st g 5s. 1956		M-N	119	.....	119¼	Aug '99	....	115	120
Ga Pac Ry 1st g 6s. 1922		J-J	119	122	119¾	J'ly '99	....	119¾	124¾
Knox & Ohio 1st g 6s. 1926		M-N	*	124¾	124	May '99	....	119	125
Rich & Dan con g 6s. 1915		J-J	*120	.....	126¾	J'ne '99	....	123	126¾
Equip sinx fund g 5s. 1909		M-S	.....	.....	100	Mar '99	....	100	100
Deb 5s stamped	1927	A-O	*	109	109	J'ne '99	....	106	110
So Car & Ga 1st g 5s. 1919		M-N	108¾	109¾	108¾	109	21	102¾	111¾
Virginia Mid gen 5s. 1936		M-N	.....	.....	115¾	J'ly '99	....	110	116¾
Gtd stamped. 1936		M-N	115	Sale	115	115	5	113¾	115
W O & W 1st cy gu 4s. 1924		F-A	.....	.....	90	Feb. '99	....	90	94
West N C 1st con g 6s. 1914		J-J	.....	.....	118	J'ly '99	....	117¼	120¼
S & N Ala. *See* L & N.								
Spok Falls & Nor 1st g 6s. 1939		J-J	.....	.....	.....		...	.....	.....
Stat Isl Ry 1st gu g 4½s. 1943		J-D	.....	.....	.....		...	.....	.....
Sunb & Low—*See* Penn RR.								
Syra Bing & N Y. *See* DL & W.								
Ter A of St L 1st g 4½s. '39		A-O	.....	.....	112¾	J'ne '99	....	112¾	112¾
1st con gold 5s. 1894-1944		F-A	.....	.....	114½	May '99	....	114½	114½
St L M Bge Ter gu g 5s. 1930		A-O	*113	....	103	Oct. '98	....	.....	.....
Terre Haute Eleo Ry g 6s. '14		Q-J	.....	.....	.....		...	.....	.....
Tex & N O. *See* So Pac Co.								
Tex & P Ry E div 1st g 6s. 1905		M-S	.....	.....	104½	J'ne '99	....	104	104
1st gold 5s	2000	J-D	.....	115¾	115¾	115¾	2	109¼	116¾
2d gold 5s. Dec.	2000	Mch.	.....	.....	58¾	May '99	....	45¾	56
Eng trust Co ctfs			* 55¼	56¾	56	J'ly '99	....	53¾	56¼
Third Av 1st gold 5s. 1937		J-J	128	.....	127¾	128¾	10	125¼	129¾
Tol & O C 1st g 5s. 1935		J-J	106	Sale	105¼	106	5	104	107¾
West'n div 1st g 5s. 1935		A-O	.....	.....	103	Dec '98	....	.....	.....
General gold 5s. 1935		J-D	.....	.....	.....		...	.....	.....
Kan & M 1st gu g 4s. 1990		A-O	.....	88	86	J'ly '99	....	80	89
Tol Peo & W 1st gold 4s. 1917		J-J	.....	.....	81	J'ly '99	....	78	83
T St L & K C 1st g 6s tr. 1916		J-D	115	116	114¾	116	40	92	120
Tor Ham & Buff 1st g 4s. 1946		J-D‡	* 99	101	99	99	5	99	100¼
Ulster & Del 1st g 5s. 1928		J-D	104½	Sale	104½	104½	9	99	104½
Un El (Chic) 1st g 5s. 1945		A-O	107	.....	.....		...	.....	.....
Un Pac—RR & l g 4s. 1947		J-J	104¾	Sale	104¼	105¼	286	102¾	109
Registered	1947	J-J	.....	.....	106	J'ly '99	....	104¾	108¾
Uni N J RR & C Co. *See* Pa RR								
Utah Central. *See* Rio G W								
Utah & North. *See* Ore S L.								
Utica & Black R. *See* N Y Cent								
Ver Val Ind & W. *See* Mo P.								
Virginia Mid. *See* South Ry.								
Wab RR Co 1st g 5s. 1939		M-S	1:5¾	Sale	115¾	117	28	113	118
2d gold 5s	1939	F-A	100¾	100¾	110	10[illegible]	42	84	103
Debenture series A	1939	J-J	* 78	80	75	J'ly '99	....	75	75
Series B	1939	J-J	96¾	.....	96¾	97¼	70	88	98¼
1st g 5s Det & Ch Ext.	1941	J-J	*109	.....	109	J'ly '99	....	105¼	111
St Chas Bridge 1st g 6s. 1908		A-O	*109	.....	110	May '99	....	109¼	113½
Warren RR. *See* Del L & W								
Wash O & W. *See* Southern								
West N Y & Pa—1st g 5s. 1937		J-J	113	Sale	113	113	1	108¼	113
Gen g 4-4s	1943	A-O	* 68½	69¼	68	68	1	54	70¼
Income 5s. April,	1943	Nov.	* 22½	23¾	21	21	1	14¾	24¾
West No Car. *See* South Ry.								
Western Pac. *See* Cent Pac.								
W Chic St 40-yr 1st cur 5s. '38		M-N	.....	.....	.....		...	.....	.....
40-year con g 5s	1936	M-N	.....	.....	99	Dec '97	....	.....	.....
West Shore. *See* N Y Cent.								
W Va & Pitts. *See* B & O.								
W Va Cent & P 1st g 6s. 1911		J-J	.....	.....	113	Jan. '99	....	113	113
Wheeling & L E 1st g 5s. 1926		A-O	.....	.....	109¾	Aug '99	....	104	110
Wheel Div 1st gold 5s. 1928		J-J	* 96	.....	96	Apr '99	....	96	98¾
Exten & imp gold 5s. 1930		F-A	* 93	.....	92¼	Mar '98	....	.....	.....
Wilkes & East. *See* N Y S & W								
Wil & Sioux F. *See* St P M & M								
Winona & St P. *See* C & N W								
Wis Cent Co 1st tr g 5s	1937	J-J	.....	.....	84	Nov '97	....	.....	.....
Engraved trust certificates			.....	78¾	Sale	78¼	78¾	147	58	78
Income 5s	1937	A-O‡	* 29	.....	6¾	J'ne '99	....	3	10¾
GAS & ELECTRIC LIGHT BONDS.								
Atlanta G L Co 1st g 5s. 1947		J-D	.....	.....	.....		...	.....	.....
Bos U Gas tr ctfs s f g 5s. '39		J-J	.....	.....	91¾	Oct. '98	....	.....	.....
Bklyn U Gas 1st con g 5s. '45		M-N	117	118¾	118¾	Aug '99	....	116¼	120
Ch G L & C Co. *See* P G & C Co								
Columbus Gas 1st g 5s. 1932		J-J	.....	.....	.....		...	.....	.....
Con Gas Co. *See* P G & C Co.								
Detroit City Gas g 5s. 1923		J-J	.....	98¾	98¼	98¾	29	95¼	103¾
Det Gas Co con 1st g 5s. 1918		F-A	.....	.....	98¾	Aug '99	....	95	101
Ed El Ill 1st conv g 5s. 1910		M-S	111¾	.....	111¾	113¾	6	110	113¾
1st con g 5s	1995	J-J	*121	.....	124	J'ne '99	....	120¾	124
Brooklyn 1st g 5s	1940	A-O	*111¾	.....	111	May '99	....	111	111
Registered		A-O	*	.....	.....		...	.....	.....
Kings Co El L & P g 5s. 1937		A-O	*	125½	.....		...	.....	.....
Purchase mon 6s. 1997		A-O	.....	.....	.....		...	.....	.....
1st con g 4s	1939	J-J	* 97	.....	.....		...	.....	.....

* No price Friday; latest bid and asked this week. † Bonds due June. ‡ Due July. ‖ Due March. ¶ Due Jan. § Due Nov. a These are option sales.

OUTSIDE SECURITIES (GIVEN AT FOOT OF 7 CONSECUTIVE PAGES).—*FERRY & MISCELL'S.*

Ferry Companies.	Bid.	Ask.
N Y & N R Ferry—Stock	65	70
Bonds 5s of 1922. M & N	98	100
Hoboken—Stock	55	57
1st 5s	112	114
Con. 5s	95	95½
N Y & S B Trans & Ferry	26	30
Bonds 5s of 1906. M & N	87	91
10th & 23d Sts Ferry	70	75
1st mort 5s 1919. J & D	105	106
Union Ferry—Stock	45¾	47½
1st 5s 1920. M & N	103¾	105
‖ Buyer pays accrued interest.		
† Price per share.		

Miscellaneous. Par.	Bid.	Ask.
Amalgam'd Copper (w. i.)	98¾	99
Am Agricultur Chemical's.	24	26
Preferred	.....	79½
Amer Air Pow of N Y. 100	72	75
Americ'n Axe & Tool. 100	20	31
Amer Bank Note Co. 50	† 49	51
American Beet Sugar	29¾	31
Preferred	80	81¾
Am Car & Foundry—*See*	Stk Ex	list
Amer. Caramel—Common	54	60
Preferred	93	100
Amer Press Assoc'n. 100	.....	100
American Screw. 250	†	200

Miscellaneous. Par.	Bid.	Ask.
Am Soda Foun—Com. 100	8	8
1st preferred. 100	47	50
2d preferred. 100	9	11
Amer Smelt & Ref'g—*See*	Stk Ex	list.
Amer Steel Hoop—*See* Sto	ck Ex.	List.
American Surety. 50	215	225
Am Typefo'rs—Stock. 100	49	51
Amer Strawboard. 100	29¾	30¾
Bonds 6s. F & A	103¾	.....
Amer. Woolen—Com.	28	28¾
Preferred	83	84¼
Amer Wringer com. 100	104	106
Pref.	117	.....

Miscellaneous. Par.	Bid.	Ask
Amer Graphophone. 10	† 13¼	13¾
Preferred. 10	† 13¼	14
Anderson (John) Tob. 100	9¾	11
Asphalt of America	12	15
Automatic Vending. 10	† 3½	4
Barney & Sm Car. 100	93	94
Preferred. 100	81	84
6s 1942	J & J	106	107
Bergn & Eng Br—*See* Phi	L. list.	
1st 6s	100¾	.....
Blackwell's Durh Tob. 25	† 17	19
Bliss Company—Com. 50	† 6½	6¾
Preferred. 50	† 63	65

BONDS. N. Y. STOCK EXCHANGE WEEK ENDING AUG. 11	Interest Period.	Price Friday, Aug. 11. Bid.	Ask.	Week's Range or Last Sale. Low.	High.	Bonds Sold. No.	Range since Jan. 1. Low	High
Eq Gas L N Y 1st con g 5s..'32	M-S	...	...	...	...	...	...	...
Eq G & Fuel. *See* P G & C Co.								
Gen Elec Co deb g 5s...1922	J-D	116	...	118¼	118¼	20	109	120½
Gr Rap G L Co 1st g 5s..1915	F-A	...	...	...	...	...	...	...
K C Mo Gas Co 1st g 5s.1922	A-O	...	...	...	...	...	...	...
Kings Co El L & P. *See* Edison.								
Lac Gas-L Co of St L 1st g 5s'19	Q-F‡	...	110	108¼	108¼	7	106½	111
Small bonds..........1919	Q-F‡	...	...	...	...	...	...	...
Mut Fuel Gas Co *See* PeopGas								
Peo Gas & C 1st gu g 6s..1904	M-N	...	...	109¼	Apr '99	...	109¼	109¼
2d gtd g 6s............1904	J-D	...	...	107½	Feb '99	...	107½	107½
1st consol g 6s..........1943	A-O	...	...	131	J'ly '99	...	128	131
Refunding g 5s.........1947	M-S	...	...	106	Dec '98	...	...	...
Registered..........1947	M-S	...	...	...	...	...	...	...
Ch G-L & Cke 1st gu g 5s'37	J-J	...	...	111	J'ly '99	...	109¾	113
Con G Co of Ch 1st gu g 5s'36	J-D	* ...	111	111½	Apr '99	...	107½	111¼
Eq G & F Ch 1st gu g 6s.'05	J-J	...	...	105½	May '99	...	105½	107½
Mu Fuel Gas 1st gu g 5.1947	M-N	107½	...	107	107	2	105	107½
Trenton G & El 1st g 5s.1949.	M-S	...	...	...	...	...	...	...
Westn Gas Co col tr g 5s...'33	M-N	...	...	101	Mar '98	...	...	...
MISCELLANEOUS BONDS.								
Adams Ex—Col tr g 4s.1948	M-S	107	...	106¾	107¼	12	104¼	107¼
Am Cot Oil deb g 8s...1900	Qu-F	104¼	Sale	104¼	104¼	3	104¼	108¼
Am Dk & Imp 5s. *See* Cen N J								
Am Spirits Mfg 1st g 6s.1915	M-S	91	Sale	91	91	4	85¼	94¼
Bar & S Car Co 1st g 6s.1942	J-J	...	...	...	...	...	...	...
B'k'n W & W H 1st g 5s.1945	F-A	...	87½	89¼	J'ly '99	...	84½	92½
Cah Coal Min. *See* T C I & R.								
Chic Jc & St Yd col g 5s.1915	J-J	...	...	109½	Feb '97	...	...	...
Non-cum. incomes 5s.1907	J-J	...	...	...	...	...	...	...
Clearf Bit Coal. *See* N Y C & H								
Col C & I 1st con g 6s...1900	F-A	* 99½	...	100	Aug '99	...	100	101
Col C & I Dev Co gu g 5s..1909	J-J	...	...	...	...	...	...	...
Coupon off.....................	...	...	...	...	...	...	...	...
Col Fuel Co gen gold 6s.1919	M-N	...	...	105	J'ly '99	...	105	105
Col F & I Co gen s f g 5s.1943	F-A	93½	Sale	90½	93½	134	86	93½
Com Cable Co 1st g 4s...2397	Q-J	...	...	103¾	Nov '98	...	...	...
Registered.... 2397	Q-J	...	...	104	Feb. '98	...	...	...
De Bardel C & I. *See* T C & I.								
Del & H Can. *See* RR bonds								
Det M&M ld gr 3½s S A.1911	A-O	20	Sale	19⅝	20	103	17½	23⅞
Erie T & T col tr g s f 5s...1926	J-J	...	...	110	Jan. '99	...	110	110
Gr Riv Coal & C 1st g 6s.1919	A-O	...	...	95½	Jan. '97	...	...	...
Hack Wat Reor 1st g 5s.1926	J-J	...	...	...	...	...	...	...
Hend B Co 1st s f g 6s...1931	M-S	...	...	111	Aug '97	...	...	...
Hoboken L & I g 5s.....1910	M-N	...	...	...	...	...	...	...
Ill Steel Co deb 5s.....1910	J-J	...	...	99	Jan. '99	...	99	99
Non-conv deben 5s...1913	A-O	...	...	70	Apr '97	...	...	...
Iron Steamboat Co 6s...1901	J-J	...	...	...	...	...	...	...
Int'l Paper Co 1st con g 6s.'18	F-A	...	109½	109½	Aug '99	...	109½	113¼
Jeff & Clear C & I 1st g 5s 1926	J-D	...	...	107	May '97	...	...	...
2d g 5s.................1926	J-D	...	...	80	May '97	...	...	...
Knick Ice (Chic) 1st g 5s.1928	A-O	...	...	98	98	2	96	101
Mad Sq Gard 1st g 5s...1919	M-N	...	...	...	...	...	...	...
Man Bch H & L gen g 4s.1940	M-N	...	...	...	...	...	...	...
Met T & T 1st s f g 5s.1918	M-N	...	...	...	...	...	...	...
Registered 1918	M-N	...	...	...	...	...	...	...
Mich Pen Car Co 1st g 5s.'42	M-S	...	...	103	Feb '99	...	103	103
Mut Un Tel Co. *See* Wn Un.								
Nat Starch Mfg Co 1st g 6s'20	M-N	100	104	101	101	5	100	104
Nwpt News S&D D 5s.1990	J-J‖	...	...	...	...	...	...	...
N Y & N J Tel gen g 5s cy.'20	M-N	...	...	...	...	...	...	...
N Y & Ont Land 1st g 6s.1910	F-A	* 95	100	...	...	...	...	...
NoWestn Teleg. *See* West.Un.								
Peoria Wat Co g 6s..1889-19	M-N	...	...	...	...	...	...	...
Procter & Gamb 1st g 6s..'40	J-J	...	115	113½	J'ly '99	...	113½	120

BONDS. N. Y. STOCK EXCHANGE WEEK ENDING AUG. 11.	Interest Period.	Price Friday, Aug. 11. Bid.	Ask.	Week's Range or Last Sale. Low.	High.	Bonds Sold. No.	Range since Jan. 1. Low	High
Roch & Pit C & I pur m 5s 1946	M-N	...	...	...	...	...	...	...
St L Ter Cupples Station & Prop Co 1st g 4½s 5-20 yr'17	J-D	...	...	...	...	...	...	...
S Yuba Wat Co con g 6s..'23	J-J	...	...	101	Feb '97	...	...	...
Sp Val Wat Works 1st 6s.'06	M-S	...	...	...	...	...	...	...
Stan Rope & T 1st g 6s..1946	F-A	* 83	...	84	84	6	84	90¾
Income g 5s...........1946	...	25	Sale	24	25	44	22	35
Sun Ck Coal 1st g s f 6s..1912	J-D	...	...	...	...	...	...	...
Tenn Coal T Div 1st g 6s.1917	A-O‖	*108	...	105½	J'ly '99	...	101¾	110¼
Birm Div 1st con 6s...1917	J-J	110	Sale	109	110	13	101	111¾
Cah C M Co 1st gu g 6s..'22	J-D	108	...	108	J'ly '99	...	103	108
De Bar C & I Co gu g 6s.'10	F-A	106⅞	Sale	106½	106⅞	25	96	109½
U S Envel Co 1st s f g 6s 1918	J-J¶	...	...	...	...	...	...	...
U S Leath Co s f deb g 6s.'13	M-N	...	...	119	119	1	116	119¾
West Union deb 7s..1875-00	M-N	...	...	103¼	J'ne '99	...	103¼	107¼
Registered.......1875-1900	M-N	...	...	105	Mar '98	...	...	...
Debenture 7s....1884-1900	M-N	...	...	102½	May '99	...	102½	102½
Registered.....1884-1900	M-N	...	...	...	...	...	...	...
Col trust cur 5s.......1938	J-J	*115	...	115½	Aug '99	...	112¼	119
Mut Un Tel s f'd 6s...1911	M-N	...	...	110	J'ne '99	...	110	112
Northwestern Tel 7s....'04	J-J	...	...	...	...	...	...	...
Wh L E & P C Co 1st g 5s.'19	J-J	...	...	...	...	...	...	...
U. S. GOV. SECURITIES.	(For	daily record		see seventh pa	ge p		receding.)	
U S 2s registered....Optional	Q-M	100½	..	101½	J'ly '99	...	99	101½
U S 3s registered.........1918	...	108¼	108¾	108¾	Aug '99	...	106¼	109¾
U S 3s coupon 1918	...	108¼	Sale	108½	108¼	55	106¾	109½
U S 4s registered.........1907	Q-J†	112¼	112¾	112½	Aug '99	...	111	114
U S 4s coupon.............1907	Q-J†	113	114	113½	Aug '99	11	112¼	114¼
U S 4s registered.........1925	Q-F	130⅛	130⅞	130¼	J'ly '99	...	128	130¾
U S 4s coupon.............1925	Q-F	129¾	130¾	130½	J'ly '99	...	128	131
U S 5s registered.........1904	Q-F	111¼	111¾	111½	Aug '99	...	111½	113¼
U S 5s coupon.............1904	Q-F	111½	111¾	112⅝	J'ly '99	...	111¾	113⅝
STATE SECURITIES.								
Alabama—Class A 4 to 5.1906	J-J	...	111	112¾	J'ne '99	...	110	113
Small....................	...	...	...	105	Aug '98	...	...	...
Class B 5s...............1906	J-J	*110	...	108	Sep. '98	...	...	...
Class C 4s...............1906	J-J	100	...	104	Nov '98	...	...	...
Currency funding 4s...1920	J-J	100	...	...	...	...	...	...
Dist of Columbia—3·65s.1924	F-A	117	...	118	Nov '98	...	...	...
Louisiana—New con 4s..1914	J-J	106	...	110	Apr '99	...	108¾	110
Small....................	...	...	...	109½	Feb. '99	...	109½	109½
Missouri—Funding...1894-95	J-J	...	...	...	...	...	...	...
North Car—Consol 4s...1910	J-J	104	...	108	Apr '99	...	108	108
Small....................	J-J	...	...	...	...	...	...	...
6s......................1919	A-O	128	...	128	Feb. '99	...	...	...
So Carolina—4½s 20-40.1933	J-J	104½	...	...	...	...	...	...
Tenn—New settlem't 3s.1913	J-J	96	98	97	J'ly '99	...	96½	99
Small....................	J-J	...	...	95	Feb '99	...	95	95
Virginia fund debt 2-3s.1991	J-J	85	87	86¼	J'ly '99	...	82½	87
Registered...............	J-J	...	...	...	...	...	...	...
6s deferred certfs.........	...	5	...	6	J'ly '99	...	6	9
UNLISTED BONDS.								
Atch Col & Pac 6s tr ctfs....	...	...	...	63	J'ly '99	...	62	71
Atch J Co & West 6s tr ctfs.	...	...	...	63	Apr '99	...	63	64
B & O So W div 3½s (w. i.)	...	93	94	93¼	94¼	35	93½	96¾
Cen.Pac.M.3½s (when iss'd).	...	85	86	85½	86	21	85½	87¼
1st mtg (when issued)......	...	99½	100	99½	100	39	99½	102¾
Metr W S El(Chic) 1st 4s 1938	...	95½	95¾	96¼	Aug '99	...	92	98½
St L I M & So new 30 y 4s (wi)	...	85¼	Sale	85¼	86	207	85	88
Sou.Pac.col.tr. 4s (when iss.)	...	84	Sale	83	84¼	584	83	87
Wisc Cen 1st 4s (wi)	...	94⅜	Sale	94	94¼	194	93½	95¾

*No price Friday; these are latest bid and asked this week. † Due July ‡ Due May. § Due April. ‖ Bonds due January. ¶ Due August. a These are option sales.

OUTSIDE SECURITIES (GIVEN AT FOOT OF 7 CONSECUTIVE PAGES).—*BANKS & MISCELL'S*

Miscellaneous. Par.	Bid.	Ask.
Bond & Mort Guar...100	290	310
Carter-Crume—Pref. .100	65	80
Celluloid Co. 100	89	91
Cent America Tr'nsit.100	¼	1
Cent Firew'rks—Com.100	13	15
Preferred............100	55	60
Chateaugay Ore & Ir 6s '15	40	50
Ches & O Grain El—Inc..	10	14
4s....................	70	75
Chesebrough Mfg Co.100	340	345
Claflin (H B)-1st pref.100	100	...
2d preferred.........100	100	...
Common—*See* St.Ex. list	...	...
Clark Mile End Thr'd.100	75	76½
Consolid Car Heating.100	49½	52
Consol Firew'ks-Com.100	10	...
Preferred............100	65	...
Con Kan C Smelt & Ref.25	† 27½	...
Consol Rolling Stock.100	20	...
Cont. Tobac. Co—*See* Stoc	k Ex.	list.
Cramps' Sh & En Bldg.100	81	83
Diamond Match Co...100	188	...
Distill. Co. of America...	18	18½
Pref..................	56½	57½
Electric Boat............	17	20
Preferred.............	...	45
Electric Vehicle	99	101
Preferred.............	115	123
Eppens Sm & Wiem..100	...	75
Eastman Kodak Co...100	105	...
Erie & Western Trans.50	† 37½	38½
Fidelity & Casualty...100	250	...
Fidelity & Dep (Balt)..50	†207	210
General Carriage Co.....	33½	37
German Am Real Est.100	33	...
Goodyear Shoe Machine..	x 49¼	50
Gorham Mfg Co-Com.100	...	100
Preferred............100	118½	...
Great Falls Ice.........100	170	180
Havana Commercial.....	28	29
Preferred.............	69	70
Heck-Jones-J Mill-Pf.100	45	55
1st 6s 1922........M&S	96	100
Her'g-Hall-Mar(asst p'd).	8	...
Preferred (asst p'd) 100	15	20
Hoboken Land & Imp't	110	...
5s....................	105	...
Illinois Tram............	5¼	5⅝
International Elevat.100	90	95
International Navig..100	102	105
Internat. Paper—*See* St'k	Exch	list.
Bonds—*See* Stock Exch.	list.	
Internat'l Pump—Com ..	24½	27
Preferred.............	73½	74
Internat Silver—*See* Stk.	Exch.	list.
Do do pref.	58	68
Do do bonds.	§101	102
Iron Steamboat.......100	5	6¼
6s 1901..............J&J	60	70
John B Stetson—Com.100	75	...
Preferred............100	120	...
Journeay & Burnham.100	5	...
Preferred............100	25	35
Kenty Distilrs & Warehse	...	...
Preferred.............	...	...
Knickerb'r Ice(Chic)—*See*	St Ex	List.
Lawyers' Surety......100	102	108

Miscellaneous. Par.	Bid	Ask
Lawyers' Title Ins.....100	145	155
Liberty Silk Mills.....100	...	...
Preferred............100	...	...
Lorillard (P)—Pref...100	116	118
Madison Square Garden—		
Stock................100	...	5
2d 6s 1919 ....M&N	25	35
Maine S S...............50	† 20	...
Merch & Miners' S S....50	† 60	...
Mich-P Car 1st 5s'42 M&S	105	...
Minneapolis Brew 1st 7s.	105	...
Mosler Safe Co.......100	...	105
Monongahela Water...25	† 42¾	...
Nat Biscuit—*See* Stock Ex	List.	
National Casket Co...100	...	...
Nat'l Gramophone....100	84	86
National Saw—Pref..100	...	25
National Salt.............	44¼	45¼
Preferred.............	73½	75
National Surety......100	150	...
National Wall Paper.100	73	78
N. E. Elec. Veh. Trans....	9¾	10½
N Y Loan & Imp......100	50	...
N Y Biscuit 6s 1911.M&S	115	118
New Jer Zinc & Iron..100	124	130
N Y Air Brake—*See* N Y S	tock E	xch.
N. Y. El. Veh. Transp.100	24¼	24¾
Nicholson File Co......50	† 27	28
Nicaragua Construct.100	5	10
Otis Elevator—Com......	33½	35
Preferred.............	94	95
Peck, Stow & Wilcox..25	† 22	...
Pegamoid, pref.......100	38	40
Pennsylvania Coal.....50	360	...
Penn. Water—Com....50	† 5	6
Phil & Wil Steamboat.50	† 66	70¼
Pneumatic Gun Car'ge.10	† ·25	·28
Pratt & Whitn—Com..100	4½	8
Preferred............100	50	55
Pressed Steel Car—*See* St	ock Ex	list.
Preferred—*See* Stock E	xch. li	st.
Procter & Gamble....100	375	379
Preferred............100	190	200
Republic Iron & Steel....	23½	23¾
Preferred.............	71	71¼
R.I.Perkins Horse Sh.100	25	...
Preferred............100	71	80
Roy Bak Pow pf	98½	99
Rubber Goods Mfg.......	31¾	32
Preferred.............	89½	90
Russell & Erwin........25	† 65	...
Safety Car Heat & Lt.100	152	156
Schwarzschild & Sulzb.100	39	42
Semet-Solvay deb 5s.....	101	103
Simmons H'rdw-Com.100	175	180
Preferred............100	140	145
Singer Mfg Co........100	510	530
Standard Oil..........100	472	475
Stan. Dist. & Dis.—*See* Sto	ck Ex.	List.
Stand Und'rg'd Cable.100	215	...
Sloss I&S 1st 6s 1917.F&A	104	...
Southern Cotton Oil...50	† 58	...
Stat Isl R T 1st 6s'13 A&O	107	...
2d 5s 1926...........J&J	95	...
Stillw-Bierce & Sm-V.100	96	98
Swift & Co............100	103½	105
1st 6s..................	§109	109½

Miscellaneous. Par.	Bid.	Ask.
Susq Coal 6s 1911....J&J	120	...
Tennessee Copper.........	19½	20
Term Wareh—Stock..100	7	12
1st 6s..................	...	70
Texas & Pacific Coal.100	70	75
1st 6s 1908..........A&O	§107½	...
Title Guar & Trust ..100	398	408
Trenton Pott—Com..100	7	11
Preferred............100	45	60
Trow Directory-New.100	55	60
Union Steel & Chain......	27	28
Preferred	69	69½

Miscellaneous. Par.	Bid.	Ask.
Union Switch & Signal.50	†......	40
Preferred 50	†......	62½
Union Typewr—Com.100	23½	24½
1st preferred.........100	114	116
2d preferred..........100	119	122
U S Glass—Common..100	32½	35
Preferred............100	90	...
U S Projectile Co.....100	90	100
U.S. Pneum.Horse Coll..1	† ⅜	½
Wagner Pal. Car—*See* Stk	Exch.	list.
Westingh Air Brake...50	†216	217
WisconCentral 4s—*See* St	ock Ex	list.

Banks.	Bid.	Ask.
Brokers' Qu	*otati*	*ons.*
N. Y. CITY.		
America*....	440	...
Am Exch....	180	...
Astor	400	...
Bowery*.....	280	305
Broadway....	240	...
Butch's&Dr..	‡ 88½	...
Central	180	...
Chase........	400	...
Chatham	310	335
Chemical....	4100	...
Citizens'....	145	...
City	1970	...
Colonial*....	240	...
Columbia*...	160	...
Commerce...	250	...
Continental .	128	...
Corn Exch*..	340	...
East River..	120	...
11th Ward*.	160	...
Fifth Ave*..	2700	3100
Fifth	220	...
First.........	3000	...
First (St Isl)	...	...
14th Street*.	145	165
Fourth	193½	‡
Franklin.....	...	...
Gallatin	315	...
Gansevoort*.	...	90
Garfield......	1500	...
German Am*	115	..
German Ex*.	240	260
Germania*...	375	...
Greenwich*..	160	...
Hamilton*...	125	...
Hanover.....	725	...
Hide & L'ath	115	...
Home*.......	...	...
Imp & Trad.	535	...
Irving	155	...
Leather Mfr.	200	...
Liberty	220	...
Lincoln......	750	...
Manhattan*.	240	...
Market & Ful	230	...
Mechanics'..	190	...
Mech & Tra*	...	...
Mercantile ..	190	...

Banks	Bid.	Ask.
Brokers' Qu	*otatio*	*ns.*
Merch Exch.	120	...
Merchants'..	175	...
Metropolis*..	410	...
Mt Morris*..	240	...
Mutual*.....	140	...
Nassau*.....	150	...
New Amst.*..	420	...
NewYork Co.	1500	...
N Y Nat Ex..	80	...
New York....	‡364	...
19th Ward*..	100	...
Ninth........	90	...
North Amer.	160	...
Oriental*	200	...
Pacific*......	170	...
Park.........	500	...
Peoples'*	200	...
Phenix	100	...
Plaza*.......	430	...
Prod Exch*..	130	145
Republic	150	...
Riverside*...	190	...
Seaboard....	230	...
Second	550	...
Seventh.....	160	...
Shoe & Le'th	102	110
State*	...	...
State of NY*	123	...
12th Ward*..	125	...
23d Ward*...	100	...
Union........	325	...
Union Sq*....	210	230
West Side*..	300	...
Western.....	330	...
Yorkville*..	210	...
BR'KLYN.		
Bedford*	215	...
Broadway*..	190	200
Brooklyn* ...	100	130
8th Ward*...	...	95
5th Ave*....	104	107
First.........	330	350
Ger Amer*..	90	100
Hamilton*...	105	...
Kings Co*....	100	...
Manufact'rs.	250	260
Mechanics*..	212	...
Mech & Tra*.	245	255

Banks.	Bid.	Ask.
Brokers' Qu	*otati*	*ons.*
Nassau	270	...
Nat City.....	276½	...
North Side*..	...	170
People's*	190	195
Scherm'rh'n*	140	150
17th Ward*.	105	115
Sprague	200	...
26th Ward*..	140	145
Union*.......	120	...
Wallabout*..	105	115
Trust Cos.		
N. Y. CITY.		
Am Dep & L.	...	...
Atlantic Tr..	200	225
Central Tr'st.	1990	2010
City Trust...	360	385
Colonial......	415	...
Continental .	310	...
Farm Ln & Tr	1441	‡
Fifth Ave Tr	390	...
Guaranty Tr	540	...
Int'l. Bkg&Tr	167½	‡175
Knick'rb'ck'r	350	...
Manhattan ..	250	...
Mercantile ..	350	...
Metropolitan	‡456	...
N Y L I & Tr	1450	...
N Y Sec & Tr	600	...
North Amer.	160	...
Produce Ex.	200	210
Real Est Tr't	300	...
StandardTr't	225	...
State Trust..	400	...
Tr.Co.of Am.	‡296	298½
Union Trust.	‡1400	...
U S Mtg & Tr.	338½	‡401½
Unit. States..	1620	‡1621
Washington	‡321	...
BR'KLYN.		
Brooklyn Tr.	410	...
Franklin	310	...
Hamilton....	261	...
Kings Co....	350	...
L. Isl L & Tr.	252	...
Manufact'rs.	300	...
Nassau	180	...
People's.....	290	...
Williamsb'gh	‡227	...

* Banks marked with a asterisk (*) are State banks. † Price per share.
§ Purchaser also pays accrued interest.
‡ Sale at Stock Exchange or at auction this week.

Boston, Philadelphia and Baltimore Stock Exchanges—A Daily and Yearly Record.

☞ Share Prices—Not Per Centum Prices.

Saturday, Aug. 5		Monday, Aug. 7.		Tuesday, Aug. 8.		Wednesday Aug. 9.		Thursday, Aug. 10.		Friday, Aug. 11.		ACTIVE STOCKS. ¶ Indicates unlisted.	Sales of the Week. Shares	Range of Sales in 1899. Lowest.		Highest.	
												Railroad Stocks.					
260	260	*.....	260	259	259	*.....	259	*255	258	255	255	Boston & Albany.....(Boston)	100	44	245 Mar.	7	280 June 27
*108	.....	108	108	108½	108½	108	108	108	108	108½	109	Boston Elevated..... "	100	625	80¾ Jan.	4	116¾ May 1
*240	.....	.....	.....	*240	.....	*240	.....	*240	.....	*240	.....	Boston & Lowell..... "	100	.....	227 Jan.	9	241 July 14
200	200	200	200	200	200	*.....	200	199	199	198	198	Boston & Maine..... "	100	59	170 Jan.	4	204 July 26
136	136½	135¾	136½	135¾	136½	136¾	137½	137¼	138	136¾	137¾	Chic. Burl. & Quincy..... "	100	9,651	124½ Jan.	4	149½ Feb. 18
*144	146	144	145	143¾	143¾	144	144	*144	148	*143	144	Chic. Junc. & Un. Stock Yds. "	100	185	139¾ Jan.	3	154½ May 18
137	138	*.....	139	137½	138	138	138	*137	138	*138	139	Preferred..... "	100	108	124 Jan.	12	138 Aug. 5
.....	.....	131¾	131¾	.....	.....	131¾	131¾	.....	.....	.....	.....	Chic. Milwaukee & St. Paul. (Phila.)	100	400	130½ Jan.	3	133⅜ Aug. 2
*40	40½	*40¼	40¾	41	41	41¼	41¾	43	43¾	43	43	Choctaw Oklahoma & Gulf... "	50	615	39½ Jan.	3	43 Aug. 11
*47	47¾	47¼	47¾	47¾	47¾	48	48	48	48¾	48¼	48¾	Preferred..... "	50	1,598	43¾ Jan.	14	49 July 6
67	67	.....	.....	66¾	66¾	65¾	66¼	.....	.....	*65¾	66¾	Consol. Traction of N. J.†... "	100	568	57 May	26	67¾ Aug. 3
120	120	*119	120	119	120	*.....	120	120	120	*119¾	120	Fitchburg, pref.....(Boston)	100	46	107 Jan.	3	122 Mar. 29
.....	.....	*30	35	.....	.....	*30	35	*30	35	.....	.....	Ga. Southern & Florida..... (Balt.)	100	.....	31 June	28	38 Feb. 1
.....	.....	*90	93	*90	92	*90	93	*90	92	*90	.....	1st preferred..... "	100	.....	91 May	31	95½ Jan. 23
.....	.....	*55	57	*55	57	*55	56¼	*55	56	*55	60	2d preferred..... "	100	.....	63 Jan.	11	70 Jan. 27
26¼	26¼	26¾	26¾	26¾	27	27¼	27¾	27¼	27½	27½	27¼	Lehigh Valley.....(Phila.)	50	5,127	23¼ June	1	30 Mar. 9
14¾	14¾	*14¾	14¾	14¼	14¼	*14¾	14¾	*14¾	15¼	15	15¾	Mexican Central.....(Boston)	100	1,350	5¾ Jan.	7	17¼ Apr. 27
.....	.....	*92¼	93	93	93	93¼	93¼	*93	93	*92¾	93	Northern Central.....(Balt.)	50	7	90 Jan.	21	95 Feb. 6
*51¾	51¾	51¾	53	52¾	53¼	53¾	53	53¼	53¼	52¾	53¼	Northern Pacific.....(Phila.)	100	10,550	42¾ Jan.	7	55¼ Feb. 15
*77¼	78	*77¾	78	*78¼	78¼	x77¼	77¼	*77¼	77¼	*77¼	77¾	Preferred..... "	100	100	75¾ June	1	81¼ Jan. 26
*205	.....	*205	.....	207	207	207	207	*206	.....	207	207	Old Colony.....(Boston)	100	89	198 Jan.	4	213 May 17
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Oregon Short Line..... "	100	.....	40¾ Mar.	11	46¼ Jan. 23
*68	68¼	67¾	68	67¾	68	67¾	68	67¾	68¼	68	68¼	Pennsylvania.....(Phila.)	50	1,041	61 Jan.	3	70 Jan. 23
99¾	99¾	99¾	99¾	99¼	99¼	*99¾	99¾	99¾	99¾	99	99¾	Philadelphia Traction..... "	50	272	94½ Jan.	3	100½ June 30
10¾	10¾	10¼	10¾	10¼	10 9-16	10¾	11 1-16	10¾	11 5-16	11	11¼	Reading Company..... "	50	9,418	9¾ May	13	12¾ Jan. 24
*29¾	29¾	29¾	29¾	29¾	30 7-16	30 7-16	30¾	30⅝	30¾	*30¾	30¾	1st preferred..... "	50	6,331	25 13-16	Jan. 7	34 Mar. 23
16¼	16¼	16 5-16	16⅜	16¼	16⅜	16⅜	16⅜	16⅜	16⅜	*16¼	16⅝	2d preferred..... "	50	2,950	13 7-16	Jan. 6	18¼ Mar. 23
43¾	43¾	44¾	44¾	44¼	44¾	44¾	44¾	45	45	44⅝	44¾	Union Pacific.....(Boston)	100	1,779	38⅝ June	20	50¾ Feb. 21
76¾	77	77	77	77¾	77¾	77¾	77¾	78	78	77¾	77¾	Preferred..... "	100	1,145	73¼ June	1	84 Jan. 23
41¾	42¼	41¾	41⅝	41⅝	42	41⅝	42¾	42	42¼	42	42	Union Traction.....(Phila.)	50	11,790	31¾ Jan.	7	44¾ Apr. 26
.....	.....	.....	.....	17¼	17¾	17¾	17⅝	.....	.....	17¾	17¾	United Ry & Elec. Co.(w. i.) (Balt.)	.....	2,385	16¾ May	17	23⅝ Feb. 21
.....	.....	.....	.....	37	37	37	37	.....	.....	*37	37¼	Preferred (when issued).....	.....	305	36¼ May	16	45 Feb. 21
95¼	95¼	95	95	95¼	95¾	95	95	95¼	93¾	*94¼	94¾	West End Street.....(Boston)	50	441	90 Jan.	3	96 July 11
												Miscellaneous Stocks.					
347	347	347	347	346	346	*346	350	346	346	345	345	American Bell Telephone...(Boston)	100	83	273 Jan.	3	380 Feb. 14
160½	162¾	159¾	160¾	159½	162½	161¾	163¾	162¾	164¾	162¾	163¾	American Sugar Refining †... "	100	23,069	123⅜ Jan.	4	186 Mar. 20
119	119	118¾	119	119	119	119	120	121	121	120¾	120¾	Preferred †..... "	100	301	110¾ Jan.	16	122 Mar. 20
355	357	360	363	358	360	360	360	358½	360	355	357	Boston & Montana..... "	25	548	262 Jan.	7	398 Apr. 25
*77¾	80	79	79	79¼	79¼	*78¾	79	77	77¼	*75	78	Butte & Boston..... "	25	1,045	65 June	1	108 Apr. 28
*830	840	840	840	*830	840	840	840	.....	.....	*830	840	Calumet & Hecla..... "	25	11	685 Jan.	6	895 Feb. 21
22¼	22¼	22	22	22¼	23¼	22¾	23¼	22¾	22¾	23⅝	23¾	Cambria Steel. ($1·50 paid) (Phila.)	.....	2,288	11¾ Jan.	7	24¾ Mar. 22
63½	63¾	63	63	*62¾	63	62¾	62¾	*62¾	63	62¾	63¼	Consolidated Gas.....(Balt.)	100	578	60 May	17	71¾ Mar. 18
51½	52¼	52	52	53	53	53	55	55¾	56¼	55¼	56¼	Dominion Coal.....(Boston)	100	16,345	33 Jan.	3	63 Apr. 5
.....	.....	.....	.....	155	155	150	150	150	150	*145	150	Electric Storage Battery †.. (Phila.)	100	394	58¾ Jan.	10	194 Apr. 7
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	*150	154	Preferred †..... "	100	.....	64¾ Jan.	4	193 Apr. 28
*97	98	97	97	*96¼	98	*96¼	.....	97	97¼	97	97	Erie Telephone.....(Boston)	100	155	78¾ Jan.	3	100¼ June 27
59¼	60¼	59¾	60½	59¾	59¾	59¾	59¾	60	60	59¾	60¼	Federal Steel..... "	100	4,613	46¾ Feb.	8	74½ Apr. 3
35	35	.....	.....	.....	.....	.....	.....	34	34	*34	35	Lamson Store Service..... "	25	45	23¼ Jan.	3	45 May 23
*43¾	.....	*43¾	.....	43¾	43¾	*43¾	.....	43¾	43¾	*43¾	.....	Lehigh Coal & Navigation... (Phila.)	50	30	39¾ Jan.	3	45½ Mar. 29
.....	.....	15¾	15¾	15¼	15½	15¾	15¾	15¾	15½	16⅛	16⅛	Marsden Company †..... "	100	710	6¾ Jan.	12	28¾ Apr. 6
140	140	*140	.....	*138	.....	140	140	141	141	140	140	New England Telephone.....(Boston)	100	27	133 Jan.	4	154 Feb. 23
37¾	38	38	38¾	37¾	37¾	38	38	37¾	38	37¾	37¾	Old Dominion Copper †..... "	25	1,190	34½ June	1	53¼ Apr. 25
24¾	25	25	25¼	25¼	25¼	25¼	25¾	25¾	25¾	25⅜	27	Pa. Mfg. Light & Power† ... (Phila.)	50	21,074	21¾ May	24	33¾ Apr. 6
.....	.....	168	168¾	166½	167½	167	167	.....	.....	*.67⅜	168¼	United Gas Improvement †... "	50	1 267	127¼ Jan.	5	175 Apr. 6
*47¼	47¾	47¼	47¾	47¾	47¾	47¾	48¼	47½	48¼	47	47¾	United States Oil.....(Boston)	25	7,559	36 Jan.	3	55 Mar. 30
51¾	53¼	54¼	56¾	55	55½	54	51	53¾	53¼	51	53¼	Welsbach Light †..... (Phila.)	5	4,474	36¼ Feb.	16	60¼ Apr. 8
*1¾	1⅞	1¾	1¾	1⅝	1⅝	1⅝	1⅝	*1¾	1⅝	*1¼	1⅝	West End Land..... (Boston)	25	350	1¾ Jan.	5	1¾ Feb. 18
*49¼	50¼	.....	.....	48	48	.....	.....	.....	49¾	*49	55	Westingh. Electric & Mfg... "	50	6	39 Jan.	4	53¾ June 13
*68	.....	.....	.....	68¼	68¼	.....	.....	.....	.....	*67	68¾	Preferred..... "	50	200	55 May	31	68¼ Aug. 8

* Bid and asked prices: no sale was made.

ACTIVE STOCKS	Bid.	Ask.
RAILROADS.—Prices	*Aug.*	11.
At Top & S Fe..(Bost)	100	20⅝	21
Atl & Charlotte(Balt)	100	127	.....
Bos & Maine pf.(Bost)	100	.....	.....
Boston & Prov. "	100	.....	300
Cat'wissa 1st pf (Phil)	50	.....	.....
Central Mass...(Bost)	100	16	18
Pref..... "	100	65	68
Central Ohio...(Balt)	50	.....	.....
Chic & W Mich.(Bost)	100	25	28
Citi's St of Ind's†(Phil)	100	.....	.....
Conn & Passum(Bost)	100	163	.....
Conn River..... "	100	271	.....
Consol Tr Pitts†(Phil)	50	38	.....
Pref †..... "	50	.....	.....
Flint & Pere M.(Bost)	100	27	30
Pref. ..... "	100	57	60
G'tmant'n Pass(Phil)	50	150	.....
Hestonv M & T "	50	45	.....
Pref..... "	50	75	.....
Hunt & Broad T "	50	23	.....
Pref..... "	50	.....	52
K C Ft S & M...(Bost)	100	7	10
Pref..... "	100	30	50
Little Schuylk..(Phil)	50	.....	58
Maine Central..(Bost)	100	165	.....
Minehill & S H..(Phil)	50	59¼	.....
Nesquehon'g V. "	50	.....	.....
New England...(Bost)	100	.....	.....
Pref..... "	100	.....	.....
North Penn.....(Phil)	50	104	107
Phil & Erie..... "	50	.....	20
Phil Germ. & N. "	50	150	.....
United N J..... "	100	275	.....
United Tr of P. "	50	.....	.....
Pref..... "	50	.....	47½
West End pref.(Bost)	50	119	118
West Jer & S S.(Phil)	50	60	61
West N Y & Pa. "	50	7	7¼
Wis Cent, new..(Bost)	100	15	16
Pref..... "	100	53	54
Wor Nash & R.. "	100	130	.....
MISCELLANEOUS.			
Allouez Mining(Bost)	25	7½	8
Am Rys†.....(Phil)	.....	10	.....
Arnold Mining..(Bost)	25	14⅜	15¼
Ash Bed Min'g. "	25	2	2¼
Atlantic Min'g. "	25	28	28½
Baltic Mining.. "	25	27¾	28½
Bay State Gas†.(Bost)	50	1	1¼
Berg & Eng Br'w(Phil)	100	.....	.....
Pref..... "	100	.....	90
Boston Elec L..(Bost)	100	171	173
Boston Land..... "	10	5	5¼
Cambria Iron...(Phil)	50	45	45¼
Canton Co.....(Balt)	100	83¾	84¾
Centen Mining..(Bost)	25	34	34¾
Con. Lak' Sup. (Phil)	50	17¾	.....
Daylight Prism. "	50	.....	35¾
Domin Coal pf..(Bost)	100	116	117
Edison El Ill.... "	100	208	210
Elec Co of Am†.(Phil)	50	17½	.....
Elect. Vehicle†. "	100	.....	.....
Franklin Min'g.(Bost)	25	20¾	21
General Elect... "	100	124	124½
Pref..... "	100	142	143
Gen E Auto-M†(Phil)	50	6½	.....
Int But H & S M(Bost)	10	.....	.....
Isle-Royale †.... "	25	51	53
Marsden pref†.(Phil)	100	.....	.....
Mergenthaler..(Bost)	100	204	205
Max Telephone "	10	3¾	4
No Am G Dredg "	10	34½	35½

STOCKS BONDS	Bid.	Ask.
MISCELL.—Concluded.		
Old Col Mining.(Bost)	25	9	9¼
Osceola Mining. "	25	90¾	91¼
Palmetto Co....(Phil)	25	3	3½
Parrott Sil&Cop(Bost)	10	53	53⅜
Penn Elec Veh†(Phil)	50	16¼	.....
Pref†..... "	50	6¾	.....
Pennsyl Salt.. "	50	114	.....
Pennsyl Steel†. "	.....	.....	.....
Pref †..... "	100	88½	.....
Pullman's Pal..(Bost)	100	158	158¾
Quincy Mining. "	25	158	160
Reece Buttonh. "	10	.....	.....
Rhode Isl Min.. "	25	7	7¾
Santa Ysabel G "	5	12½	13
Tamarack Min. "	25	227	230
Torrington "A" "	25	.....	.....
Pref..... "	25	.....	.....
Un Cop L & M'g "	25	8	8¼
Un Shoe Mach.. "	25	36¾	37
Pref..... "	25	25½	26
Utah Mining.. "	4·85	44	44¼
Water Power.. "	.....	1¾	2
Welsbach Com†(Phil)	100	13¾	.....
Pref †..... "	100	65	.....
Westm rel Coal "	50	52	.....
Winona Mining(Bost)	25	12¼	13
Wolverine Min. "	25	47½	48
Wollaston L'd. "	5	.....	.....
Bonds—Boston.			
Am Bell Tel 4s..1908 J&J	102	103
A T&S F gen g 4s..'95 A&O	100	100¾
Adjustment g 4s..1995	85	85¾
B & M 3d is 7s.'02-07 M&N	.....	.....
Boston Term'l 3½s..1947	116	116¾
Bos Un Gas 1st 5s.'89 J&J	86	87
2d M 5s.....1939 J&J	63	65
Bur & Mo Riv ex' pt 6s.J&J	130	.....
Non-exempt 6s.'15 J&J	107	.....
Plain 4s.....1910 J&J	100	.....
Ch Bur & N 1st 5s.'26 A&O	105	106
2d M 6s.....1918 J&D	100	102
Ch Bur & Q 4s.1922 F&A	100	.....
Iowa Div 4s.1919 A&O	100	.....
Chicago June 5s.1915 J&J	115	116
Ch & No M gu 5s.'31 M&N	90	94
Chi & W M gen 5s.'31 J&D	100	100¼
Con. of Verm't 5s.'13 J&J	94	95
Curr't Riv 1st 5s.'27 A&O	.....	70
D G R & W 1st 4s.'46 A&O	96	96½
Domin Coal 1st6s.'13M&S	.....	111
East'n 1st M 6s g.'06 M&S	118	120
Fr Elk&M V 1st 6s '33 and	140	.....
Unst'p'd 1st 6s.'33 A&O	135	.....
Illin Steel conv 5s.'10 J&J	.....	106
Debenture 5s.1918 A&O	102	103
K C C& S 1st 5s g.'25 A&O	.....	75
K C Ft S&G 1st 7s.'08 J&D	114	.....
K C F S&Meon 6s.'28 M&N	99¼	99¾
K C M & B 1st 4s..'34 M&S	90	93
Income 5s.....	.....	45
K C & M Ry&B 5s.'29 A&O	100	.....
K C St Jo & C B 7s.'07 J&J	120	.....
Lam'n St're 6s.'09 M&S	.....	.....
L Rock & F S 1st 7s.'05 J&J	105	.....
L R&St L 1st 6s g.'36 A&O	110	.....
2d M 5–6 g....1936 A&O	.....	.....
Mar H & Ont 6s..'25 A&O	115	.....
Max Cent 4s g..1911 J&J	75¾	76¼
1st con inc 5s g non-cum	21	22
2d con inc 5s non-cum..	13	13½
New Eng Tele 6s.'99 A&O	100	.....
6s.....1907 A&O	.....	.....

BONDS	Bid.	Ask.
Boston—Concluded.		
N Y & N Eng 1st 7s.'05 J&J	118	.....
1st mort 6s...1905 J&J	118	.....
Ogd & L C con 6s.'20 A&O	105	.....
Income 6s.....1920	.....	15
Rutland 1st 6s..'02 M&N	106	107
2d 5s.....1898 F&A	100	102
Torrington 1st 5s 1918..	107½	108
West End St 5s..'02 M&N	104½	106
4½s.....1914 M&S	.....	.....
Gold 4s.....1916 M&N	.....	.....
4s.....1917 F&A	.....	.....
Bonds—Baltimore.		
Atl & Ch 1st 7s.1907 J&J	118¾	.....
AtlG-Light1st5s1917J&D	.....	.....
Balt Belt 1st 5s.1990M&N	.....	.....
Balt C Pas1st 5s.1911M&N	118½	.....
Balt Fundg 5s.1916 M&N	.....	.....
Exchange 3½s.1930J&J	118½	.....
Balt & Ohio 4s g.1935 A&O	.....	.....
Stat 1s 2d 5 g.1936 J&J	.....	.....
Balt & Pat1st6sm 1911 A&O	.....	.....
1st 6s tunnel 1911..J&J	.....	.....
Bal Trac 1st 5s.1929M&N	120	122
Ext & Imp 6s.1901M&S	104	107
No Balt Div 5s.1942J&D	120	.....
Conv'rtible 5s1906M&N	101¼	101¾
Cape F & Y sr A 6g.1916J&D	.....	.....
1st 6s ser B..1916 tr rec	.....	.....
1st 6s ser C..1916 tr rec	.....	.....
Cent Ohio 4½s g.'30 M&S	.....	.....
Central Ry 6s...1912 J&J	.....	.....
Consol 5s.....1939 M&N	117	.....
Ext & Imp 5s.1932M&S	116	.....
Chas City Ry 1st 5s '32J&J	106	.....
Chari C&A ext5s.1910J&J	108	110
Chesap Gas 6s...1900 J&D	101¾	.....
City Sub 1st 5s.1922J&D	115¾	116¾
Col&Grnv 1st5-6.1917J&J	116	.....
Consol Gas 6s..1910 J&D	115¾	116¼
5s.....1930 J&D	111	111¾
Ga & Ala1st pf5s1945A&O	102	.....
GaCar&N 1st5s g.1929J&J	101	101½
Georgia P1st5-6s 1922J&J	120	122
Ga So&Fla 1st 5s.1945J&J	108	108½
Knoxv Trac 1st5s '28A&O	106½	107
Lake R El 1st gu5s'42M&S	117¾	.....
Met St (Wash) 1st 5s'25FA	126	.....
New Orl Gas 1st 5s...Var	100	.....
Norfolk St 1st 5s '44J&J	106½	107½
North Cent 4½s.1925A&O	111	.....
6s 1900.....A&O	104	103¾
6s gold 1900.....J&J	103	103¾
6s 1904.....J&J	111	113
Series A 5s 1926....J&J	120	.....
Series B 5s 1926....J&J	120	.....
Ohio&M1st78D1905M&N	.....	.....
Pitt Un Trac 5s.1997 J&J	112	112¼
Potom Val 1st 5s.1941J&J	104½	108
Sec Av Tn(Pitts)5s'34J&D	.....	.....
Sav Fla & West 5s '34A&O	112	.....
Seab & Roan 5s.1926 J&J	109	.....
United Ry & Elec income.	74	74¼
Virg Mid 1st 6s.1906 M&S	110	.....
2d series 5s..1911 M&S	120	121¾
3d series 6s..1916 M&S	118	.....
4th ser 3-4-5s.1921M&S	106	.....
5th series 5s.1926 M&S	111½	.....
Va (State) 3s new.'33J&J	.....	.....
Fund debt2-3s.1991J&J	86	86½
Va& Tenn 2d 5s.1900J&J	.....	.....
5s.....1900 J&J	109	.....

BONDS	Bid.	Ask.
Baltimore—Concluded.		
West N C con 6s.1914 J&J	116½	.....
West Va C& P 1st6g.'11 J&J	112	.....
Wil & Weld 5s..1935 J&J	119½	.....
Bonds—Philadelphia		
Atl City 1st 5s g..'19 M&N	113½	....
Balla Ter 1st 5s.1926 J&D	100½	.....
B Boro Gas 1st 5s.'38M&S	.....	102½
Cambria Iron 6s.1917 J&J	108	.....
Catawissa M 7s.1900 F&A	.....	.....
Ches&D Can1st5s.'16 J&J	.....	59
Choc Okla & G prior lien 6s	.....	.....
General 5s.....1919 J&J	103	105½
Cit's'St Ry (Ind) con 5s.'33	108	.....
Colum St Ry 1st con 5s.'32	107½	.....
Con Trac of N J 1st 5s..'33	113	.....
Del & B Bk 1st 7s.'05 F&A	.....	.....
East&A 1st M 5s.'30 M&N	113	.....
Edison Elec 5s stk tr ctfs.	.....	.....
Elec& Peop's Tr stk tr ctfs	102	102¼
Elm&Wilm 1st 6s.'10 J&J	.....	.....
Income 5s....2862 A&O	108	.....
Eq Ill Gas-L 1st g 5s.1928	109	.....
Hestonv M & F con 5s.'34	118½	.....
H & B Top con 5s.'25 A&O	108½	109½
Internat Nav 6s.....1906	.....	.....
K C Sub B 1st 6s..'20 J&D	90	100
K C P & G 1st 5s..'23 A&O	.....	71¼
Lehigh Nav 4½s..'14 Q–J	114	.....
RE 4s g.....1914 Q–F	106	.....
Consol 7s.....1911 J&D	.....	.....
Gen M 4½s g...1924 Q–F	.....	.....
Leh V C't 1st 5s g.'33 J&J	100½	101
Leh Val ext 4s..1948 J&D	115	.....
2d 7s.....1910 M&S	.....	133
Consol 6s.....1923 J&D	118	.....
Annuity 6s.....J&J	126½	.....
New'k Con Gas 5s'48 J&D	.....	.....
Newark Pass con 5s.1930	117¾	.....
No Penn 1st 4s..'36 M&N	118	.....
Gen M 7s.....1903 J&J	114	.....
Penn gen 6s r...1910 Var	131	.....
Consol 6s c....1905 Var	116	.....
Consol 5s r....1919 Var	126	.....
Pa & N Y Can 7s..'06 J&D	.....	124
Cons 5s.....1939 A&O	.....	108½
Cons 4s.....1939 A&O	.....	94
Penn Steel 1st5s.'17 M&N	105	.....
People's Tr Tr certs 4s.'43	108	109
Perkiom 1st ser5s.'18 Q–J	.....	.....
Phila Elec gold trust ctfs	100	.....
Ph & Er gen M 6g.'20 A&O	122	.....
Gen M 4s g...1920 A&O	110	.....
Ph & Read 2d 5s.'33 A&O	127	.....
Consol M 7s..1911 J&D	132	.....
Con M 6s g...1911 J&D	122	.....
Ext Imp M 4s g.'47 A&O	106	106½
Con M of '82 4s.'37 J&J	105½	.....
Terminal 5s g.1941 Q–F	131¾	132¼
P Wil & Balt 4s.1917 A&O	.....	.....
Collat trust 4s.1921 J&J	110	.....
Pitts C&St L 7s.1900 F&A	103	104
Read Co gen 4s, 1997 J&J	88¾	88¾
Rochester Ry con 5s.1930	109¼	.....
Sch R Side1st5s g'35J&D	111¾	112
Scran Trac 1st 6s'32M&N	.....	.....
Union Term'l 1st 5s.F&A	.....	.....
United N J 4s.1944 M&S	120	.....
Un Trac Pitts gen5s'97J&J	112½	.....

‡ $1·50 paid. ‡ Interest. * Price includes overdue coupons.

Investment AND Railroad Intelligence.

RAILROAD EARNINGS.

The following table shows the gross earnings of every STEAM railroad from which regular weekly or monthly returns can be obtained. The first two columns of figures give the gross earnings for the latest week or month, and the last two columns the earnings for the period from January 1 to and including such latest week or month.

The returns of the street railways are brought together separately on a subsequent page.

ROADS.	Latest Gross Earnings.			Jan. 1 to Latest Date.	
	Week or Mo	1899.	1898.	1899.	1898.
		$	$	$	$
Adirondack	May	14,123	16,567	77,841	95,916
Ala. Gt. South	4thwkJuly	48,695	42,072	1,050,538	970,331
Ala. Midland	April	55,602	61,697	252,710	257,644
Ala. N. O. & Tex.	Pass. June.				
N Orl. & N. E	July	133,506	109,485	922,059	800,216
Ala. & Vicksb.	July	51,854	43,876	396,012	378,488
Vicks. Sh. & P.	July	46,671	44,790	363,568	375,465
Allegheny Val.	June	265,713	221,764	1,444,167	1,268,622
Ann Arbor	1stwkAug.	27,439	23,827	922,878	84[illegible]38
Ark. Midland	June	7,485	5,950	60,938	55,068
Atch. T. & S. Fe	June	3,213,913	3,000,500	19,425,866	18,788,384
Atlanta & Char.	April	158,159	119,584	712,420	543,708
Atl. Knox. & No.	July	34,286	24,219	214,133	176,462
Atlanta & W. P.	June	45,493	39,490	297,676	273,127
Atl. C'stLine S.C	January	159,214	162,687	159,214	162,687
Atlan. & Danv.	1stwkMay	16,634	11,117	218,568	203,195
Austin & N'west	May	11,004	9,542	53,094	52,380
Balt. & Ohio	July	2,628,849	2,305,991	16,282,361	15,934,369
Bal. & O. Sou'w.	4thwkJuly	189,062	164,351	3,731,035	3,896,807
Bath & Ham'nds	June	1,659	1,459	10,904	10,038
Bir. & Atlantic	June	1,315	1,585	10,136	12,880
Brunsw'k & West	April	51,451	45,950	197,844	189,532
Buff. Roch. & Pitt	1stwkAug.	75,301	79,431	2,135,956	2,221,923
Buffalo & Susq.	May	64,752	43,497	294,559	216,085
Bur. C. Rap. & N.	4thwkJuly	123,882	105,700	2,559,377	2,228,701
Canadian Pacific	1stwkAug.	519,000	468,000	15,574,363	14,115,382
Cent. of Georgia	4thwkJuly	140,598	152,282	3,031,565	2,913,678
Central N. E.	June	64,508	58,347	339,951	304,631
Central of N. J.	June	1,250,656	1,034,067	6,771,459	5,747,815
Central Pacific	May	1,410,139	1,474,335	6,364,917	6,062,410
Charlest'n & Sav	April	55,997	52,226	259,911	265,482
Chas'n & W. Car.	January	70,787	72,098	70,787	72,098
Chattan'ga So.	4thwkJuly	2,333	2,276	43,222	40,109
Ches. & Ohio	1stwkAug.	230,606	231,178	7,032,424	6,933,557
Chic. Bur. & Q.	Jun	3,761,825	3,192,949	20,077,230	19,851,751
Chic. & East. Ill.	1stwkAug.	106,500	86,600	2,704,375	2,406,731
Chic. Gt. West'n	4thwkJuly	139,382	129,808	3,368,339	2,985,691
Chic. Ind. & L.	4thwkJuly	108,355	93,115	2,039,478	1,822,222
Chic. Mil. & St. P.	1stwkAug.	762,298	624,759	22,127,056	18,919,432
Chic. & N'th'w'n.	June	3,635,304	2,995,883	18,499,373	16,994,655
Chic. Peo. & St. L.	July	72,712	61,330	497,963	476,546
Chic. R'k I. & P.	June	1,772,529	1,580,826	9,602,052	9,617,072
Chic. St. P. M. & O.	June	860,082	614,141	4,595,863	3,724,546
Chic. Ter. Tr. RR.	4thwkJuly	29,147	30,238	708,486	666,341
Chic. & W. Mich.	4thwkJuly	54,562	44,526	1,182,501	984,312
Choc. Ok. & Gulf.	July	*102,000	*80,00	930,401	819,875
Cin. G. & Porte'th	July	6,557	5,670	37,2[illegible]4	33,0[illegible]3
Cin. N. O. & T. P.	July	399,882	400,539	2,619,855	2,588,781
Cin. Ports. & Vir.	July	28,369	24,922	168,928	151,796
Clev. Ak. & Col.	3d wk May	18,586	18,690	341,807	317,150
Clev. Can. & So.	June	58,839	61,661	327,174	333,158
Cl. Cin. Ch. & St. L	4thwkJuly	400,754	352,63[illegible]	8,188,267	8,045,307
Peo. & East'n	July	165,460	122,386	1,049,471	1,053,193
Cl. Lor. & Wheel.	1stwkAug.	38,891	29,480	1,006,63[illegible]	872,593
Col. Midland	July	147,811	140,953	931,830	910,168
Colorado & So.	4thwkJuly	73,120	.....	2,098,387	.....
Col. Sand'y & H.	4thwkJuly	23,030	23,604	455,887	451,982
Crystal	May	1,201	1,422	5,347	6,296
Cumb'l'd Valley	May	73,047	64,[illegible]82	321,640	320,951
Denv. & Rio Gr	1stwkAug.	166,700	157,400	5,240,469	4,711,858
Det. G. Rap. & W.	4thwkJuly	40,531	29,839	854,193	795,979
Det. & Mackinac	June	66,573	49,509	360,563	281,523
Duluth S.S. & Atl	4thwkJuly	84,613	58,002	1,274,220	1,023,790
Elgin Jol. & East.	July	153,657	98,814	1,016,319	856,316
Erie	May	2,992,753	2,826,328	13,157,727	12,766,698
Eureka Springs	June	4,880	4,338	27,108	25,923
Evans. & Ind'plis	1stwkAug.	7,461	6,940	192,278	178,149
Evansv. & T. H.	1stwkAug.	25,712	23,275	771,264	725,967
Find. Ft. W. & W.	June	10,260	7,260	48,804	39,308
Flint & P. Marq	1stwkAug.	62,496	53,385	1,911,610	1,701,883
Fla. Cent. & Pen.	4thwkJuly	55,089	77,596	1,585,890	1,747,131
Ft. W'th & Den. C.	4thwkJuly	34,751	25,927	840,009	740,625
Ft. W. & Rio Gr.	4thwkJuly	8,813	8,488	261,130	252,090
Gads. & Att. U.	July	1,047	624	5,384	4,269
Georgia RR.	4thwkJuly	33,942	32,233	884,904	849,120
Georgia & Ala.	3d wk July	24,379	25,620	641,468	649,782
Geo. So. & Fla.	July	90,955	83,432	558,189	570,649
Gila Val. G. & N.	June	34,468	.....	216,129	.....
Gr. Rap. & Ind.	1stwk J'ne	43,839	34,300	971,765	845,285
Gin. R. & Ft. W.	1stwk J'ne	9,284	7,331	200,348	184,674
Traverse City	1stwk J'ne	798	675	19,985	16,981
Mus. G. R. & I.	1stwk J'ne	2,910	2,318	49,182	49,925
Tot. all lines	1stwk J'ne	56,831	44,624	1,241,278	1,096,864
Gr. Tr'nk Syst'm	4thwkJuly	701,858	587,255	14,116,398	13,240,498
Chic. & Gr. Tr.	3d wk July	70,994	62,876	2,132,832	2,048,923
Det. Gr. H. & M.	3d wk July	21,335	15,855	503,474	475,385
Great North'n—					
St. P. M. & M.	July	1,819,263	1,489,456	10,315,387	9,328,230
East of Minn.	July	274,245	213,346	1,379,717	930,224
Montana Cent	July	172,522	165,290	1,052,747	1,164,003
Tot. system	July	2,266,030	1,848,092	12,777,851	11,422,457
G'lf B'mnt & C.	July	23,315	17,944	163,202	98,256
Gulf & Chicago	July	3,008	3,788	.....	.....
Hocking Valley	1stwkAug.	72,738	51,115	1,809,681	1,507,028
Hoos. Tun. & Wil.	December	4,137	3,309	54,507	54,689
Hous. & Tex. Cen	May	271,476	208,808	1,448,684	1,305,137
Illinois Central	July	2,352,407	2,052,074	16,067,342	15,282,593
Ind. Dec. & West.	March	41,370	36,287	118,545	115,525
Ind. Ill. & Iowa	June	75,911	58,253	501,031	444,482
In. & Gt. North'n.	1stwkAug.	53,596	48,725	2,003,828	1,926,917
Interoc. (Mex.)	Wk July 22	73,300	52,800	2,175,700	1,819,540
Iowa Central	1stwkAug.	43,244	37,456	1,249,925	1,071,642
Iron Railway	July	5,403	3,084	33,006	28,805
Jack. T. & K. W	March	33,498	34,193	100,109	95,944
Kansaw'a & Mich	1stwkAug.	10,148	8,809	375,149	321,450
K. C. F. Scott & M.	4thwkJuly	127,492	94,470	2,688,219	2,732,794
K. C. Mem. & Bir.	4thwkJuly	28,591	24,592	817,191	851,397
Kan. C. N. W.	July	28,814	21,980	180,901	195,407
Kan. City & Om.	4thwkJuly	6,212	3,908	135,117	138,651
K. C. Pitts. & G.	4thwkMay	96,335	81,636	1,498,659	1,304,218
Kan. C. Sub. Belt	4thwkJuly	13,325	14,728	308,053	267,372
L. Erie & West	1stwkAug.	80,286	63,328	2,125,389	1,975,654
Lehigh & Hud.	July	40,607	31,077	276,793	209,462
Lehigh Val. RR.	June	1,868,316	1,492,659	9,319,595	8,429,586
Leh. V. Coal Co.	June	1,541,660	1,129,933	7,850,054	6,414,923
Lex'gton & East.	June	22,477	17,737	113,663	105,801
Long Island RR.	July	563,542	535,999	2,461,246	2,373,541
Long Is. System.	July	646,149	624,017	2,656,387	2,563,001
Los Ang. Term.	July	17,241	10,415	65,216	49,506
Louis. Ev. & St. L.	4thwkJuly	53,676	43,371	940,999	852,900
Lou. H. & St. L.	4thwkJuly	17,996	14,891	328,683	274,364
Louisv. & Nashv.	4thwkJuly	673,610	603,867	14,001,266	12,750,594
Macon & Birm.	July	4,148	4,307	34,942	30,449
Manistique	July	9,974	12,163	52,255	71,817
Mexican Cent.	1stwkAug.	293,908	239,756	9,037,983	7,979,418
Mex. Cuern. & P.	July	25,000	.....	253,671	.....
Mexican Inter'l.	June	381,458	271,929	2,27[illegible],792	1,665,973
Mex. National	1stwkAug.	125,050	106,980	4,136,264	3,629,018
Mex. Northern.	May	66,586	44,352	355,059	228,793
Mexican R'way	Wk July 22	77,600	81,500	2,560,600	2,324,300
Mexican So.	3d wk July	13,540	12,603	435,923	378,996
Midland Term'l.	May	53,377	37,303	.....	.....
Minneap. & St. L.	1stwkAug.	49,776	33,435	1,530,457	1,187,063
M. St. P. & S. St. M.	4thwkJuly	124,304	97,554	2,299,800	2,117,670
Mo. Kan. & Tex.	1stwkAug.	222,523	179,625	6,177,379	5,935,197
Mo. Pac. & Iron M	1stwkAug.	481,000	458,000	15,153,551	14,784,614
Central Br'ch.	1stwkAug.	23,000	20,000	660,377	783,262
Total	1stwkAug.	504,000	478,000	15,813,928	15,567,876
Mobile & Birm.	June	27,321	23,409	178,883	182,033
Mobile & Ohio.	July	478,503	341,146	2,952,205	2,413,363
Mont. & Mex. G'f.	June	92,400	118,058	609,816	756,673
Nash. Ch. & St. L.	June	452,530	422,286	2,894,171	2,735,720
Nevada Central	May	1,699	6,164	8,792	20,340
N. Y. C. & H. R.	July	4,435,407	3,420,748	26,987,436	25,181,890
N. Y. Ont. & W.	1stwkAug.	101,437	79,322	2,716,921	2,161,263
N. Y. Susq. & W.	May	183,647	186,442	932,000	863,827
Norfolk & West.	4thwkJuly	228,292	186,767	6,874,852	6,294,892
North'n Ala. Ry.	April	17,366	13,722	71,565	64,819
Northes'n (Ga.)	May	4,991	4,294	29,733	28,924
North'n Central	June	584,502	507,302	3,148,194	3,012,494
North'n Pacific	4thwkJuly	770,162	702,325	13,851,066	12,938,354
Ohio River	4thwkJuly	25,390	21,169	576,720	512,772
Ohio Southern	January	75,258	62,323	75,258	62,323
Om. Kan. C. & E.	July	28,801	26,648	.....	.....
Omaha & St. L.	July	35,514	39,716	.....	.....
Oreg. RR. & Nav.	July	571,971	528,158	3,719,477	3,781,170
Oreg. Sh. Line	June	711,182	601,303	3,604,863	3,053,452
Pac. Coast Co.	May	435,952	432,060	1,929,471	2,292,512
Pacific Mail	June	296,113	406,40[illegible]	1,815,303	2,156,959
Pennsylvania§	June	5,766,735	5,248,435	33,148,911	31,363,311
Peoria Dec. & Ev.	1stwkAug.	17,913	15,833	430,148	455,388
Phila. & Erie	May	454,476	391,611	1,658,271	1,515,004
Phila. & Read.	May	1,893,702	1,697,546	8,989,929	8,280,407
Coal & Ir. Co.	May	1,449,570	1,802,850	9,087,150	7,931,567
Tot. both Co's.	May	3,349,272	3,500,396	18,077,079	16,211,974
Phil. Wilm. & B.	June	945,817	900,817	4,995,011	4,667,011
Pitts. C. C. & St. L.	June	1,457,389	1,176,630	8,116,260	7,539,284
Pitts. Lisb. & Wn	July	3,539	3,527	25,634	25,622
Pitts. Bes. & L. E.	1stwkAug.	57,803	36,695	909,270	686,355
Pitts. & Wes'n.	4thwkJuly	59,789	42,934	1,074,105	993,410
Pitts. Cl. & Tol.	4thwkJuly	32,939	25,208	538,121	603,513
Pitts. Pa. & F.	4thwkJuly	14,080	11,343	230,410	206,901
Total system	4thwkJuly	106,808	79,483	1,848,732	1,813,144
Pittsb. Yo. & A.	January	76,676	82,372	76,676	82,372
Rich. Fr'ksb & P.	May	112,505	100,561	378,116	356,419
Rio Grande Jct.	May	37,984	33,159	136,297	138,497
Rio Grande So'n	1stwkAug.	9,771	9,334	267,079	265,317
Rio Gr'de West.	3d wk July	64,900	64,100	1,817,212	1,719,147
Sag. Tusc. & H.	June	13,574	11,358	62,288	54,057
St. Jos. & Gr. I.	1stwkAug.	37,443	24,190	771,362	673,015
St. L. Chi. & St. P.	July	30,946	27,765	195,072	186,506
St. L. Ken'et & So	July	8,337	6,677	48,727	36,135
St. L. & San Fran.	4thwkJuly	184,152	173,039	4,040,324	3,799,975
St. L. Southwest.	1stwkAug.	99,900	91,600	3,147,701	2,867,448
St. Paul & Dul.	July	161,573	126,460	957,313	814,057
San. Ant. & A. P	May	136,508	129,210	662,036	761,583
San Fran. & N. P	June	90,240	65,944	413,122	368,932
S. Fe Pres. & Ph.	4thwkJuly	23,495	22,993	511,621	457,815
Sav. Fla. & West.	April	287,773	271,810	1,242,173	1,152,807
Sher. Shrev. & So.	4thwkJuly	9,156	6,998	176,570	145,067
Sil. Spgs. O. & G.	April	30,819	18,240	104,186	62,495
Sioux C. & Nor.	April	19,400	18,587	102,031	78,586
So. Haven & E.	June	4,500	3,099	16,256	12,456
So. Pacific Co.—					
Gal. Har. & S. A	May	560,168	474,441	2,350,257	2,249,970
Louis'a. West.	May	114,622	99,832	607,930	506,972
Morgan's L. & T.	May	570,536	490,331	2,815,317	2,524,572
N. Y. T. & Mex.	May	20,524	23,341	102,669	126,362
Tex. & N. Orl.	May	164,485	133,264	798,059	657,848
Atl. Prop'ties. a	May	1,445,342	1,235,370	6,786,010	6,177,969
So. Pac. of Cal.	May	1,270,436	1,287,185	5,903,128	5,433,006
So. Pac. of Ariz.	May	301,696	288,322	1,454,499	1,470,630
So. Pac. of N. M.	May	177,927	161,699	824,502	734,378
Pacific system	May	3,487,651	3,568,474	15,843,647	15,599,082
Total of all. b	May	4,932,993	4,803,845	22,702,852	21,777,052
Southern Ry. c	4thwkJuly	716,028	715,099	14,543,198	13,316,197
Stony Cl. & C. Mt.	June	4,807	4,137	11,233	9,794
Texas Central	4thwkJuly	5,356	5,111	150,376	147,453
Texas & Pacific	1stwkAug.	123,017	109,469	4,407,884	4,110,615
Tex. S. V. & N. W.	May	5,000	2,700	.....	.....
Tol. & Ohio Cent.	4thwkJuly	51,917	47,035	1,057,746	1,017,475
Tol. P. & West.	4thwkJuly	26,418	20,598	545,211	533,471
Tol. St. L. & K. C.	1stwkAug.	42,833	44,653	1,106,915	1,189,379
Union Pac. RR.	June	1,757,752	1,514,980	9,207,552	8,386,653
Wabash	1stwkAug.	298,464	265,788	8,563,415	7,739,382
W. Jersey & Sea'e	June	294,124	229,924	1,224,152	1,058,752
W. V. Cen. & Pitts	May	116 357	95,986	515,992	473,756
West Va. & Pitts.	May	33,310	31 307	129,520	150,558
Western of Ala.	June	49,643	43,478	323,292	303,207
West. N. Y. & Pa.	4thwkJuly	116,800	88,000	1,929,998	1,656,436
Wheel. & L. Erie	1stwkAug.	34,650	31,331	942,616	838,058
Wisconsin Cent.	1stwkAug.	114,105	90,603	3,079,503	2,830,485
Wrightsv. & Ten.	June	10,827	5,364	62,579	41,069
York Southern.	June	6,415	5,786	37,200	35,286

a Includes earnings from ferries, etc., not given separately. b Includes the Pacific system and the Atlantic properties, but not the Houston & Texas Central system. c After May 1 Includes South Caro lina & Georgia for both years. * Figures for June are for the railroad only.

† Includes Chesapeake & Ohio So'western, Ohio Valley and Chicago and Texas for both years. Results on Yazoo Branch excluded in 1899 but included in 1898 until July 1. ‡ Mexican currency. § Covers results of lines directly operated east of Pittsburg.

Latest Gross Earnings by Weeks.—The latest weekly earnings in the foregoing are separately summed up as follows:

For the first week of August our preliminary statement covers 33 roads and shows 15·27 per cent increase in the aggregate over the same week last year.

1st week of August.	1899.	1898.	Increase.	Decrease.
	$	$	$	$
Ann Arbor	27,489	23,827	3,662	.....
Buffalo Roch. & Pittsb'g.	75,301	79,431	.....	4,130
Canadian Pacific	519,000	468,000	51,000	.....
Chesapeake & Ohio	230,696	231,178	.....	572
Chicago & East. Illinois	106,500	86,600	19,900	.....
Chicago Milw. & St. Paul	762,298	624,759	137,539	.....
Clev. Lorain & Wheel'g.	38,891	29,480	9,411	.....
Denver & Rio Grande	166,700	157,400	9,300	.....
Evansv. & Indianapolis	7,461	6,940	521	.....
Evansv. & Terre Haute	25,712	23,275	2,437	.....
Flint & Pere Marquette	62,496	53,385	9,111	.....
Hocking Valley	72,738	51,115	21,623	.....
Intern'l & Gt. North'n	53,596	48,725	4,871	.....
Iowa Central	43,244	37,456	5,788	.....
Kanawha & Michigan	10,148	8,809	1,339	.....
Lake Erie & Western	80,286	63,328	16,958	.....
Mexican Central	293,908	239,756	54,152	.....
Mexican National	125,050	106,980	18,070	.....
Minneapolis & St. Louis	49,776	33,435	16,341	.....
Mo. Kansas & Texas	222,523	179,625	42,898	.....
Mo. Pacific, Iron Mt.	481,000	458,000	23,000	.....
Central Branch	23,000	20,000	3,000	.....
N. Y. Ontario & Western	101,437	79,322	22,115	.....
Peoria Dec. & Evansv.	17,913	15,833	2,080	.....
Pitts. Bess. & L. Erie	57,803	36,695	21,108	.....
Rio Grande Southern	9,771	9,324	447	.....
St. Joseph & Gd. Island	37,443	24,190	13,253	.....
St. Louis Southwestern	99,800	91,600	8,200	.....
Texas & Pacific	123,017	109,469	13,548	.....
Tol. St. L. & Kan. City	42,833	44,653	.....	1,820
Wabash	298,464	265,798	32,676	.....
Wheeling & Lake Erie	34,650	31,331	3,319	.....
Wisconsin Central	114,105	90,609	23,496	.....
Total (33 roads)	4,414,959	3,830,318	591,163	6,522
Net increase (15·27 p.c.)			584,641	.....

For the fourth week of July our final statement covers 75 roads, and shows 15·43 per cent increase in the aggregate over the same week last year.

4th week of July.	1899.	1898.	Increase.	Decrease.
	$	$	$	$
Previously rep'd (31 r'ds)	4,767,235	3,998,100	781,685	12,530
Alabama Gt. Southern	48,695	42,072	6,623	.....
Ann Arbor	40,391	38,04	2,346	.....
Burl. Ced. Rap. & North.	123,882	105,700	18,182	.....
Central of Georgia	140,596	152,282	.....	11,686
Chattanooga Southern	2,333	2,276	57	.....
Chic. Ind'plis & St. L.	103,355	93,115	15,240	.....
Chicago Term'l Trans	29,147	30,238	.....	1,091
Chicago & West Michigan	54,562	44,526	10,036	.....
Clev. Cin. Chic. & St. L.	400,754	352,632	48,122	.....
Col. Sandusky & Hock'g.	23,030	23,604	.....	574
Det. Gd. Rapids & West.	40,531	29,839	10,692	.....
Duluth So. Shore & At.	84,618	58,002	26,611	.....
Fla. Cent. & Penin.	55,089	77,596	.....	22,507
Ft. Worth & Denver City	34,751	25,927	8,824	.....
Ft. Worth & Rio Grande	8,813	8,488	325	.....
Grand Trunk	701,858	587,255	114,603	.....
Chicago & Gr'd Trunk Det. Gr. Hav. & Milw.				
International & Gt. No.	91,881	73,481	18,400	.....
Kan. City Ft. S. & Mem.	127,492	94,470	33,022	.....
Kan. C. Mem. & Birm.	28,591	24,592	3,999	.....
Kansas City & Omaha	6,212	3,908	2,304	.....
Louisville Hend. & St. L.	17,996	14,891	3,105	.....
Louisville & Nashville	673,610	603,867	69,743	.....
Mexican Central	486,131	350,064	136,067	.....
Minn. St. P. & S. Ste. M.	124,304	97,554	26,750	.....
Mo. Kansas & Texas	314,560	275,455	39,105	.....
Mo. Pacific & Iron Mt.	836,000	783,000	53,000	.....
Central Branch	49,000	45,000	4,000	.....
Norfolk & Western	228,292	186,767	41,525	.....
Northern Pacific	770,162	702,325	67,837	.....
Omaha Kan. C. & East.	9,434	8,596	838	.....
Omaha & St. Louis	12,546	12,812	.....	266
Pittsburg & Western	106,808	79,483	27,325	.....
Rio Grande Southern	11,478	15,161	.....	3,683
St. Louis & San Fran.	184,152	173,039	11,113	.....
St. Louis Southwestern	138,209	131,403	6,806	.....
Santa Fe Pr. & Phoenix	23,495	22,993	502	.....
Sherman Shreve. & So.	9,156	6,998	2,158	.....
Southern Railway	716,028	715,099	929	.....
Texas Central	5,356	5,111	245	.....
Texas & Pacific	203,178	175,603	27,575	.....
Toledo Peoria & West'n	26,418	20,598	5,820	.....
West N. Y. & Penn.	116,800	88,000	28,800	.....
Total (75 roads)	11,981,924	10,379,967	1,654,294	52,337
Net increase (15·43 p.c.)	.....	.....	1,601,957	.....

Net Earnings Monthly to Latest Dates.—The table following shows the gross and net earnings of STEAM railroads reported this week. A full detailed statement, including all roads from which monthly returns can be obtained, is given once a month in these columns, and the latest statement of this kind will be found in the CHRONICLE of July 22, 1899. The next will appear in the issue of August 19, 1899.

	Gross Earnings.		Net Earnings.	
Roads.	1899.	1898.	1899.	1898.
	$	$	$	$
Atl. Knoxv. & No. June	33,166	23,359	6,717	2,954
Jan. 1 to June 30	179,847	152,243	31,726	32,427
Atlanta & West Pt. b. June	45,499	39,490	13,486	8,384
Jan. 1 to June 30	297,676	273,127	97,612	91,796
July 1 to June 30	606,666	575,261	238,128	227,497
Boston & Albany—				
Apr. 1 to June 30	2,404,523	2,208,380	775,632	700,834
Jan. 1 to June 30	4,544,072	4,231,460	1,453,452	1,502,046
Chattan'ga South. a. June	7,420	5,928	def. 1,561	259
Jan. 1 to June 30	36,200	34,206	def. 9,386	def. 363
Choctaw Okl. & G. b. June	145,234	98,430	45,698	28,233
Jan. 1 to June 30	828,401	739,875	265,551	246,593
Nov. 1 to June 30	1,259,491	1,058,077	465,904	384,600
Colorado & So. b. June	325,833	.....	89,310	.....
Jan. 1 to June 30	1,804,507	.....	500,699	.....
Del. Lack. & Western—				
N. Y. L. & West. b.				
Apr. 1 to June 30	1,851,208	1,640,488	947,161	535,264
Jan. 1 to June 30	3,340,577	3,062,884	1,571,017	1,040,090
Syr. Bing. & N. Y. b—				
Apr. 1 to June 30	272,687	226,384	166,137	101,147
Jan. 1 to June 30	448,925	385,346	246,720	140,274
Detroit & Mack'c. a. June	66,573	49,509	27,109	18,289
Jan. 1 to June 30	360,563	281,523	140,985	123,913
July 1 to June 30	601,231	481,467	190,610	170,320
Gd. Rapids Gas-L. July	.....	.....	10,476	8,207
Jan. 1 to July 31	.....	.....	82,949	71,102
Illinois Central. a. June.	2,328,975	2,137,584	636,876	596,741
Jan. 1 to June 30	13,714,935	13,230,519	4,108,905	4,042,080
July 1 to June 30	28,114,690	27,317,820	8,552,428	8,662,350
Indiana Ill. & Iowa. b. June	75,911	58,253	14,302	18,316
Jan. 1 to June 30	501,031	444,482	199,599	177,353
July 1 to June 30	893,489	814,894	340,207	263,886
Iowa Central. b. June	190,242	157,850	74,980	44,366
Jan. 1 to June 30	1,012,027	898,800	313,772	256,619
July 1 to June 30	2,128,602	1,879,521	632,924	604,862
Jackson Gas-L. Co. July	.....	.....	1,654	1,456
Jan. 1 to July 31	.....	.....	14,250	13,560
Mar. 1 to July 31	.....	.....	9,402	8,933
Laclede Gas-L. Co. July	.....	.....	57,435	53,596
Jan. 1 to July 31	.....	.....	533,333	504,594
Lehigh & Hudson. b—				
Apr. 1 to June 30	110,729	83,321	54,021	36,896
Jan. 1 to June 30	223,671	162,157	112,008	68,118
Lexington & East. b. June	22,477	17,737	8,582	5,202
Jan. 1 to June 30	113,683	105,801	35,381	34,927
July 1 to June 30	257,694	205,067	85,390	64,209
Louisv. & Nashv. b. June	2,188,293	1,880,359	779,282	521,407
Jan. 1 to June 30	11,873,686	10,922,837	3,857,831	3,264,535
July 1 to June 30	23,759,485	21,996,652	8,027,898	7,074,922
Mex. Cu'nav'n & Pac. July.	25,000	.....	def. 7,500	.....
Jan. 1 to July 31	253,671	.....	9,061	.....
N. Y. Ont. & West. a. June	403,334	315,784	136,977	83,611
Jan. 1 to June 30	2,200,518	1,732,054	708 893	411,518
July 1 to June 30	4,346,163	3,914,635	1,376,053	1,112,993
Ogdensb. & L. Champlain—				
Jan. 1 to Mar. 31	133,292	132,098	25,381	10,736
Oregon RR. & Nav. June	661,499	549,807	278,853	234,582
Jan. 1 to June 30	3,147,506	3,253,012	1,211,220	1,146,239
July 1 to June 30	7,005,973	6,895,392	2,876,669	2,995,047
Rio Grande West. b. June	302,431	305,112	119,256	117,238
Jan. 1 to June 30	1,626,243	1,562,059	619,608	599,769
July 1 to June 30	3,352,939	3,362,288	1,268,464	1,293,112
St. Jos. & Gd. Isl. a. June	112,832	78,942	20,548	72
Jan. 1 to June 30	608,227	572,857	113,832	153,255
July 1 to June 30	1,261,060	1,232,499	274,073	403,633
Toledo & O. Cent. b. June	164,498	156 869	66,737	50,913
Jan. 1 to June 30	899,418	873,186	284,288	254,791
July 1 to June 30	1,897,868	1,779,615	601,413	533,919
West. Va. & Pitts. b. May.	33,310	31,307	8,617	9,794
Jan. 1 to May 31	129,520	150,558	19,160	61,574
July 1 to May 31	326,079	359,415	102,901	166,522
West. of Alabama. b. J'ne	49,633	43,476	8,888	13,968
Jan. 1 to June 30	323,292	303,207	113,527	99,491
July 1 to June 30	658,333	603,630	261,986	214,444

a Net earnings here given are after deducting taxes.
b Net earnings here given are before deducting taxes.

Interest Charges and Surplus.—The following roads, in addition to their gross and net earnings given in the foregoing, also report charges for interest, &c., with the surplus or deficit above or below those charges

	Int., rentals, &c.		Bal. of Net Earns.	
Roads.	1899.	1898.	1899.	1898.
	$	$	$	$
Choc. Okla. & Gulf. June	21,500	20,000	24,193	8,233
Nov. 1 to June 30	172,000	158,000	293,904	226,600
St. Jos. & Gr. Isl'd. June	8,750	5,833	11,798	def. 5,761
July 1 to June 30	87,500	70,000	186,573	338,633
Toledo & Ohio Cen. June	45,004	34,494	*22,945	*16,756
July 1 to June 30	497,956	464,536	*128,312	*79,637

STREET RAILWAYS AND TRACTION COMPANIES.

The following table shows the *gross* earnings for the latest period of all STREET railways from which we are able to obtain weekly or monthly returns. The arrangement of the table is the same as that for the steam roads—that is, the first two columns of figures give the gross earnings for the latest week or month, and the last two columns the earnings for the calendar year from January 1 to and including such latest week or month.

STREET RAILWAYS AND TRACTION COMPANIES.

Gross Earnings.	Latest Gross Earnings.			Jan. 1 to Latest Date	
	Week or Mo	1899.	1898.	1899.	1898.
		$	$	$	$
Akron Bedf'd & Clev.	May	9,361	7,950	32,708	31,392
Albany Railway	June	61,921	56,555	338 453	299,142
Amsterdam St. Ry.	May	4,827	4,459	22,231	20,182
Atlanta Ry. & Power.	July	45,938	.....	259,125	.....
Bay Cities Consol.	June	6,906	7,242	40 182	38,709
Binghamton St. Ry.	June	16 488	14,625	72,798	71,578
Bridgeport Traction.	June	39,989	33,019	164,800	162,276
Brklyn Rap. Tr. Co.—					
Brooklyn Heights	July	533,284	560,434	.....	.....
Brooklyn Elev.	July	178,439	137,628	.....	.....
Nassau Electric	July	174,152	237,412	.....	.....
Total	July	885,875	935,474	.....	.....
Cin. & Miami Val.	May	12,633	11,097	49,219	37,984
Cin. Newp. & Cov.	June	63,141	56,855	325,892	303,507
City Elec. (Rome, Ga.)	June	2,754	2,572	12,570	11,094
Cleveland Electric	May	160,024	143,762	736,193	669,173

GROSS EARNINGS.	Latest Gross Earnings. Week or Mo	1899.	1898.	Jan. 1 to Latest Date. 1899.	1898.
		$	$	$	$
Cleve. Painsv. & E.	June	11,224	8,987	50,623	41,367
Columbus St. Ry. (O.)	June	68,636	56,502	356,509	328,042
Denver City Tram.	June	105,938	107,097	...	...
Detroit Citi'ns' St.Ry.	1st wk July	36,992	26,148	651,869	580,122
Detroit Elec. Ry.	1st wk July	9,065	7,487	215,596	201,174
Detroit Ft. Wayne & Belle Isle	1st wk July	4,778	3,739	100,321	91,417
Duluth St. Ry.	June	18,189	14,803	99,664	94,624
Erie Electric Motor.	March	9,822	10,081	35,102	31,170
Galveston City Ry.	April	18,799	...	...	...
Harrisburg Traction	June	31,752	24,311	140,235	118,772
Herkimer Mohawk Il ion & F'kfort El. Ry	June	3,404	2,868	20,954	19,459
Houston Elec. St. Ry.	June	18,697	17,151	102,868	89,155
Interstate Consol. of North Attleboro	June	13,540	11,647	68,494	62,075
Kingston City Ry.	June	6,561	8,821	28,175	29,345
Lehigh Traction	June	8,539	6,738	48,394	44,533
Lima Railway (Ohio)	June	4,740	3,640	22,445	18,113
London St. Ry. (Can.)	June	*1,042	9,791	38,660	47,414
Lorain & Cleve.	June	8,698	6,543	39,93-	27,479
Los Angeles Tract.	April	13,878	8,124	51,265	32,152
Mass. Elec. Co.'s	July	551,359	493,8?7	...	...
Milw. Elec. Ry. & Lt.	April	150,263	134,407	602,447	530,248
Montreal Street Ry.	June	156,859	133,165	795,599	694,951
Muscatine St. Ry.	June	4,655	4,761	28,431	27,103
Newburg St. Ry.	June	8,996	8,031	36,383	35,011
New London St. Ry.	June	6,774	6,06(	21,961	21.104
New Orleans City	June	114,129	110,432	684,29?	678 175
Ogdensburg St. Ry.	June	1,931	1,754	8 807	7,739
Paterson Ry.	June	37,841	33,059	191,130	172,004
Richmond Traction.	June	16,847	13,699	...	...
Roxb'h Ch.H.& Nor'n	May	10,729	8,89?	36,855	34,151
Schuylkill Val. Trac.	March	4,564	4,459	11,624	12,349
Scranton & Carbond'e	April	2,783	2,743	...	...
Scranton & Pittston	April	4,900	4,593	...	...
Scranton Railway	June	34,930	31,856	188,848	179,010
Staten Island Elec.	May	18,869	15,783	67,016	64,743
Syracuse Rap. Tr. Ry	June	...	...	244,018	221,141
Toronto Ry.	July	116,824	104,302	...	...
Twin City Rap. Tran.	June	201,967	171,505	1,151,356	1,005,035
Union (N. Bedford)	June	20,413	15,782	100 599	87,268
U'td Rys. Elec. (Balt.)	April	341,340	313,038	...	...
United Tract. (Pitts.)	June	148,182	132,621	784,052	728 346
United Tract. (Prov.)	June	175,617	148,964	917,730	817,486
Unit. Trac. (Reading)	July	27,001	22,876	121,845	110,701
Wakefield & Stone.	May	5,204	4,861	19,531	19,157
West Chicago St. Ry	3d wk J'ne.	86,739	80,696	1,885,100	1,784,064
Wilkes & Wy. Val.	May	47,469	42,421	204,840	194,745

† These figures include results on Bridge Division.
* Strike in June, 1899.

Street Railway Net Earnings.—The following table gives the returns of STREET railway gross and net earnings received this week. In reporting these net earnings for the street railways, we adopt the same plan as that for the steam roads—that is, we print each week all the returns received that week, but once a month (on the third or the fourth Saturday, we bring together all the roads furnishing returns, and the latest statement of this kind will be found in the CHRONICLE of July 22, 1899. The next will appear in the issue of August 19, 1899.

Roads.	Gross Earnings. 1899.	1898.	Net Earnings. 1899.	1898.
	$	$	$	$
Atlanta Ry & Power. July	45,908	.....	26,968	.....
Jan. 1 to July 31	259,125	.....	125,985	.....
Forty-Sec. St. Manh. & St. N. Ave.—				
Apr. 1 to June 30	130,043	170,444	def. 20,811	5,311
Jan. 1 to June 30	257,595	332,887	def. 27,345	19,748
Ogdensburg St. Ry.—				
Apr. 1 to June 30	5,169	4,731	2,783	2,363
Syracuse R. T.—				
Apr. 1 to June 30	123,371	112,623	50,488	40,827
Jan. 1 to June 30	244,018	221,141	88,849	89,022

Interest Charges and Surplus.—The following STREET railways, in addition to their gross and net earnings given in the foregoing, also report charges for interest, &c., with the surplus or deficit above or below those charges.

Roads.	Int., rentals, etc. 1899.	1898.	Bal. of Net Earn'g's 1899	1898.
	$	$	$	$
Atlanta Ry. & Power. July	11,962	.....	14,946	.....
Jan. 1 to July 31	73,974	.....	52,011	.....

ANNUAL REPORTS.

Annual Reports.—The following is an index to all annual reports of steam railroads, street railways and miscellaneous companies which have been published since the last editions of the INVESTORS' AND STREET RAILWAY SUPPLEMENTS.

This index does *not* include reports in to-day's CHRONICLE.

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Chesapeake & Ohio Railway.

(Report for year ending June 30, 1899.)

The remarks of President Ingalls at length, together with the balance sheet and income account in detail, are published on pages 337 to 339.

The statistical tables for four years, compiled in the usual complete form for the CHRONICLE, are given below:

OPERATIONS AND FISCAL RESULTS.

	1898-99.	1897-98.	1896-97.	1895-96.
Miles oper. June 30.	1,445	1,360	1,360	1,360
Equipment—				
Locomotives	355	355	355	355
Passenger cars	212	212	212	212
Freight, &c., cars	†16,122	14,745	13,808	13,808
Operations—				
Passengers carried	2,211,531	1,925,502	1,798,122	1,957,954
Pass. carried one m.	130,190,058	100,592,358	93,813,506	99,864,173
Rate per pass. per m.	1·860 cts.	1·943 cts.	1·980 cts.	1·952 cts.
Freight (tons) carr'd.	8,130,861	7,806,914	6,491,297	6,544,835
Freight (tons) one m.	*2,506,145	*2,513,221	*2,000,094	*1,856,024
Rate per ton per m.	0·362 cts.	0·370 cts.	0·419 cts.	0·426 cts.
Earnings—	$	$	$	$
Passenger	2,422,053	1,954,864	1,857,898	1,949,790
Freight	9,062,879	9,262,998	8,389,374	7,810,598
Miscellaneous	48,541	114,853	80,952	94,938
Express	153,410	133,884	113,325	115,710
Mail	322,957	321,958	266,634	250,096
Total	12,009,839	11,788,557	10,708,183	10,221,131
Expenses—				
Maintenance of way and structures	1,527,000	1,406,705	1,366,185	1,396,341
Maint. of equipm't.	1,673,583	1,593,703	1,477,269	1,427,694
Conduct'g transpor.	2,246,330	2,412,199	3,048,176	2,939,505
General and taxes	600,480	514,739	518,343	468,992
Traffic expenses	329,847	299,268	277,880	252,193
Newp. News & N. Ter.	487,888	598,949	439,934	317,663
Cov. & Cin. Bridge	212,255	156,743	158,981	161,163
Total expenses	8,077,384	7,982,307	7,286,769	6,963,153
Net earnings	3,932,455	3,806,250	3,421,414	3,257,978
P. c. of exp. to earns.	67	68	68	68

* Three ciphers (000) omitted. † Also 1 passenger steamer, 3 car floats, 3 ferry boats, 4 tugs, 5 barges.

INCOME ACCOUNT.

	1898-99.	1897-98.	1896-97.	1895-96.
	$	$	$	$
Net earnings	3,932,455	3,806,250	3,421,414	3,257,978
Other income	100,157	83,628	79,326	23,547
Total	4,032,612	3,889,878	3,500,740	3,281,525
Deduct—				
Interest on bonds	3,133,097	3,148,772	3,233,638	3,126,140
Rentals	122,950	.....		.....
Loss on elevator	10,877	20,352		935
Discount, exch., &c.	35,243	102,244		7,110
Cost of opening Louisville line	.....	.....	129,196	.....
Miscellaneous	24,314	.....	.....	.....
Total	3,326,481	3,271,368	3,362,834	3,134,185
Surplus	* 706,130	618,510	137,906	147,340

* Balance at credit of income account June 30, 1899, $2,147,580.—V. 68, p. 281.

New York Ontario & Western Ry.

(Statement for the year ending June 30, 1899.)

The following statement of earnings and expenses for the late fiscal year has been compiled for the CHRONICLE:

	1898-9.	1897-8.	1896-7.
Gross earnings	$4,346,163	$3,914,635	$3,891,402
Operating expenses and taxes	2,970,110	2,801,643	2,780,495
Net earnings	$1,376,053	$1,112,992	$1,113,907
Other income	167,919	82,950	82,800
Net income	$1,543,972	$1,195,942	$1,196,707
Interest and rentals	920,255	795,542	796,797
Balance, surplus	$623,717	$400,400	$399,910

—V. 68, p. 928.

Louisville & Nashville Railroad Co.

(Statement for the year ending June 30, 1899.)

The operations for the year 1898-9, compared with previous years, are show below, the figures for all years being actual:

	1898-9.	1897-8.	1896-7.	1895-6.
	$	$	$	$
Gross earnings	23,759,485	21,996,652	20,372,307	20,390,711
Operating expenses	15,731,587	14,921,730	13,849,218	13,506,206
Net earnings	8,027,898	7,074,922	6,523,089	6,883,505
P. c. of exp. to earns.	(66·21)	(67·84)	(67·98)	(66·23)
Income fr. inves., &c.	540,645	590,776	427,063	434,371
Total net income	8,568,543	7,665,698	6,950,152	7,319,876
Disbursements—				
Interest	4,814,320	4,815,998	4,826,232	4,983,095
Rents	157,382	156,594	155,761	
Taxes	735,330	640,230	589,515	579,961
Georgia RR. loss	12,687	162,620	25,439	37,870
Loss other roads	.....	12,480	49,975	59,989
Sinking fund, etc.	127,180	162,008	194,662	186,548
Unfunded discount	48,579	26,375	20,947	14,727
S. & N. A. RR.	46,165	56,472	108,441	50,183
Dividends (3½ p. c.)	1,848,000	.....	.....	.....
Tot. disbursem'ts.	7,789,643	6,032,797	5,970,972	5,942,373
Surplus over divid's.	778,900	1,632,901	979,180	1,377,503

—V. 69, p. 120.

Toledo & Ohio Central Ry.

(Statement for year ending June 30, 1899.)

Results for 1898-9, compared with previous years, have been as follows:

EARNINGS, EXPENSES AND CHARGES.

	1898-9.	1897-8.	1896-7.	1895-6.
Gross earnings	$1,897,868	$1,779,615	$1,750,979	$1,944,503
Expenses	1,296,455	1,245,696	1,285,275	1,326,657
Net earnings	$601,413	$533,919	$465,704	$617,846
Other income	24,855	10,254	8,208	9,531
Total income	$626,268	$544,173	$473,912	$627,377
Int., taxes and miscel.	497,956	464,536	513,824	654,962
Balance	sur. $128,312	sur. $79,637	def. $39,912	def. $27,585

—V. 68, p. 40.

Mobile & Ohio Railroad.

(Statement for the year ending June 30, 1899.)

The statement below does *not* include the Montgomery Division; the gross earnings, therefore, do not agree with the total of the figures published monthly, which *do* include the Montgomery Division.

EARNINGS, EXPENSES AND CHARGES.

	1898-9.	1897-8.	1896-7.	1895-6.
Gross earnings	$4,531,153	$4,207,319	$3,867,857	$3,619,071
Operating expenses	2,946,566	2,773,101	2,456,650	2,209,636
Net earnings	$1,584,588	$1,434,218	$1,411,207	$1,409,435
Taxes and insurance	$132,957	$133,473	$127,313	$115,765
Interest and rentals	2,144,527	1,074,880	1,060,126	1,059,632
Fixed charges	$1,277,484	$1,208,353	$1,187,439	$1,175,197
Balance	$307,104	$225,865	$223,768	$234,236
Additions to property	271,748	180,697	204,450	143,645
Surplus	$35,356	$45,168	$19,318	$90,591

The ratio of operating expenses to total income was 65 per cent in 1898-99 as against 65·9 per cent in 1897-98.

The $271,748 of "Additions to property," etc., for the year 1898-99, consist of the following:

(1) $87,907 paid on account of new equipment; (2) $113,620 expended during the year in gravel, rock, and other permanent ballast, over and above full maintenance; (3) $70,221 expended in the purchase, etc., of additional terminal grounds and facilities at East St. Louis, and for a connection at Cairo with the bridge of the Illinois Central RR. Co. by which, under a contract entered into with that company, all trains for the Mobile & Ohio RR. now cross the Ohio River at that point.

Montgomery Division.—"Unexpected physical difficulties, which could not have been foreseen or included in the original estimates, complicated during almost the entire season by unusual stormy and wet weather, made it impossible to complete this division or to close its construction account until June 30, 1899. To this account the earnings derived from the partial operation of the division and the interest on the debt issued for its construction to that date have been carried and do not appear in the above statement of the M. & O. RR. proper. These difficulties have now, however, been largely mastered; the construction has been closed; and on and after July 1, 1899, the operation of the division will appear in the usual statements of the Mobile & Ohio RR. Co., and the interest charges of the company will include the interest on the Montgomery Division first mortgage 5 per cent bonds."—V. 68, p. 380."

Western New York & Pennsylvania Railway.

(Preliminary statement for year ending June 30, 1899.)

The following is compiled from statements to the New York State Railroad Commission:

EARNINGS, EXPENSES AND CHARGES.

	1898-9.	1897-8.	1896-7.	1895-6.
	$	$	$	$
Gross earnings	3,291,410	3,245,937	2,954,772	3,186,028
Operating expenses	2,272,944	2,142,804	2,012,946	2,233,910
Net earnings	1,018,466	1,103,132	911,826	952,118
Other income	48,037	18,021	55,651	74,613
Total	1,066,503	1,121,153	967,477	1,026,731
Interest, taxes, etc	956,357	927,146	873,442	705,893
Surplus for year	110,146	194,007	94,035	320,838

The general mortgage carried interest till April 1, 1897, at 2 per cent, now till 1901 at 3 per cent, and thereafter at 4 per cent.—V. 68, p. 873.

Mexico Cuernavaca & Pacific Railway Co.

(Official Statement.)

An official statement says: "The road is projected, Mexico City to Acapulco, on West or Pacific Coast of Mexico, about 335 miles; completed July 1st, 1899, Mexico City to Balsas River, State of Guerrero, 182 miles. Gauge, 4 ft. 8½ in. Rail (steel), 70 pound. Construction has been suspended at the Balsas River for lack of capital, and will not proceed until new capital can be raised. Capital stock ($6,000,000 authorized, $100 shares), $2,432,000. Funded debt, first mortgage 5 per cent 50-year gold bonds, due Oct. 1, 1943, interest April and October, in New York; issued, $25,000 per mile on 182 miles of road—outstanding, $130,000. As to the bonds, the following explanation is given:

Only 130 bonds are outstanding, as under a contract with the Bank of London & Mexico and the National Bank of Mexico, the two leading financial institutions of the Republic, all bonds, as issued, must delivered to those banks to secure a loan obtained from them of $3,200,000, which was made to the M. C. & P. Ry. Co. and guaranteed by that company and J. H. Hampson individually. This loan matures on the 15th of March, 1900, and bears interest at the rate of 7 per cent per annum, or $224,000, interest payable semi-annually on the 15th day of September and the 15th day of March in each year.

Equipment.—Locomotives, 8; cars—passenger, 11; freight, 185. Of these, 1 locomotive, 92 freight cars and 3 passenger cars were purchased on the trust plan and are being paid for in monthly instalments.

The earnings, etc., in Mexican currency, were as follows:

	Six months ending June 30. 1899.	1898.	Year ending Dec. 31, 1899.
Miles operated	182	90	....
Gross earnings	$228,671	$323,527	$323,527
Operating expenses	212,110	320,550	320,550
Net earnings	$16,561	$2,977	$2,977
Interest paid on $130,000 first mortgage 5 per cent gold bonds outstanding			$13,520
Loss for year, exclusive of int. on loan of $3,200,000			$10,543

The road has cost to date, in round numbers, $10,000,000. Interest on the $130,000 outstanding bonds is six months in arrears, the Oct., 1898, coupons having been paid April 1st, 1899; April 1st, 1899, coupons have not been paid for lack of funds to meet same. Gross earnings for month of July, 1899, $25,000, Mexican currency. J. H. Hampson is President and General Manager.—V. 67, p. 901.

Pittsburg & Birmingham Traction.

(Report for the year ending June 30, 1899.)

A statement of income for the last two years is as follows:

	1898-9.	1897-8.		1898-9.	1897-8.
Earnings—	$	$	*Expenses, etc.—*	$	$
Rys. and inclines	458,301	415,210	Operating	221,923	202,479
Dividends—			Inter'st and disc.	2,685	1,433
P. & B. P. RR.	11,904	11,904	Taxes	16,073	18,190
Mt. O. Incl. Ry.	4,044	4,044			
Adv., mail, etc.	5,622	5,044	Total	240,681	222,702
Total	479,871	436,202	Net earnings	239,190	213,500
Interest on bonds				120,500	117,436
Rental ($12,000) and bridge tolls ($23,062)				35,693	34,591
Dividends				(2%) 60,000	(1) 30,000
Betterments, new equipment, etc				.....	7,838
Balance, surplus for year				22,997	23,635

GENERAL BALANCE SHEET JUNE 30, 1899.

Assets—		*Liabilities—*	
Cost of road	$1,372,288	Stock	$3,000,000
Cost of equipment	266,600	Bonds and mortgages	1,500,000
Property & franchises	2,898,030	Guaranteed bonds	810,000
Stock of oth. compan's.	1,003,550	Debenture bonds	147,000
Horses, &c.	11,955	Accounts payable	44,238
Accounts receivable	129,752	Interest accrued	36,571
Cash	25,246	Bills payable	24,389
		Profit and loss, surplus	146,222
Total	$5,707,421	Total	$5,707,421

—V. 67, p. 317.

Wagner Palace Car Co.

(Statement for year ending June 30, 1899.)

The statement, as filed at Albany, covering the results of operations in twenty States and the Dominion of Canada, show gross and net earnings as below, but what other income, if any, the company receives does not appear. Dividends of 8 per cent per annum have been paid for the last twenty years. The capital is $20,000,000.

For the quarter ending June 30 the results were:

1899.....gross, $1,036,824; net, $356,786

The earnings for the late fiscal year compare as follows:

	1898-99.	1897-98.	1896-97.	1895-96.
Gross earnings	$4,062,286	$3,681,214	$3,456,281	$3,660,333
Expenses paid*	2,763,193	2,466,531	2,011,945	2,092,442
Net earnings	$1,299,093	$1,214,683	$1,424,336	$1,567,891
Dividends, 8 p. c.	$1,600,000	$1,600,000	$1,600,000	$1,600,000

*"Expenses paid" include betterments and new cars.—V. 69, p. 232.

GENERAL INVESTMENT NEWS.

At the request of many subscribers we change the arrangement of our Investment News. Hereafter it will be divided into two classes or departments. Under "Railroads, including Street Roads" we group everything relating to the railroads, whether steam roads, street railways or traction companies. Under "Industrial, Gas and Miscellaneous" we give the news regarding all other companies of whatever kind—gas, electric light, industrial and miscellaneous.

RAILROADS, INCLUDING STREET ROADS.

Reorganizations, Etc.—*Latest Data as to Defaults, Reorganization Plans, Payment of Overdue Coupons, Etc.*—All facts of this nature appearing *since* the publication of the last issues of the Investors' and the Street Railway Supplements may be readily found by means of the following index: This index does *not* include matter in to-day's Chronicle, and a few additional companies are mentioned in V. 69, p. 282.

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Alton (Ill.) Railway, Gas & Electric Light—Alton Railway & Illuminating Co.—*Consolidation.*—The last-named company, with a capital stock of $250,000, was consolidated on Aug. 7 with the Alton Railway, Gas & Electric Light Co., incorporated six weeks ago. The new company, whose capital stock, $500,000, was subscribed by the stockholders of the old company and a few new stockholders, now owns all the street railway systems, the gas plant and the electric lighting system of Alton, Upper Alton and North Alton.—V. 68, p. 1178; V. 69, p. 282.

Baltimore & Ohio RR.—*Listed.*—The New York Stock Exchange has listed $5,923,000 additional first mortgage 4s gold bonds, issued in place of Baltimore Belt RR. first mortgage bonds, retired. The total amount of the new loan is by this listing raised to $57,398,000; it will be still further increased to $57,475,000 upon the redemption of the remaining $77,000 of Belt RR. bonds.—V. 69, p. 227.

Birmingham (Ala.) Railway & Electric Co.—*Pending Consolidation.*—Reports from Birmingham say that the negotiations for the sale of the various street car lines of the city to an Eastern syndicate headed by James T. Woodward, President of the Hanover National Bank of New York, with a view to their consolidation, are likely to reach a favorable conclusion within a few days.

Boston & Albany RR.—*Directors' Statement.*—The directors' statement regarding the lease was omitted last week for lack of space. The substance of it follows:

"It was thought that a lease to the New York Central would give better results to the shareholders than any other practicable method, because even if $300 per share in a 3½ per cent bond at par could have been obtained, it would not yield so much net to our shareholders liable to taxation in Massachusetts as the sum obtained by this lease [for each $10,000 stock now held $1,050 revenue (3½ p. c. on $30,000 bonds) less tax, say $13 per $1,000 bond, or $390 equals $660, as against $850 under the lease]. Since about 87 per cent of all our shareholders lives in Massachusetts it seemed improper to submit any proposition which did not include the payment of all taxes." * * *

"The directors believe that the fierce and increasing competition for business between the different seaports, and the very low rates at which this business must be carried, make it quite certain that the shareholders cannot obtain as good returns under an independent management as is provided by this lease. Sixty per cent of the tonnage and 62 per cent of the revenue of the freight business of this company comes from an interchange of traffic with the New York Central & Hudson River RR. Co. and if, by any chance, that company should obtain an alliance with any other line into New England it might prove still more difficult for this company to thrive under an independent management. There is perhaps an impression that the company could have paid in dividends even as high as 10 per cent per annum, but no prudent management in the last ten years would for a moment have considered the payment of more than 8 p. c. dividends. Others also may believe that few improvements will be needed in the future and much more income might be devoted to dividends. This was the opinion of the directors in 1875, but notwithstanding the large expenditures since that time, the road is no better relatively to other high-class roads now than it was then, and there is every reason to suppose that each year in the future will bring its own demands on revenue. In fact large sums of money for important works must soon be provided. What guaranty have we that our present gross income is to be maintained? It has already fallen from $10,169,175 in 1893 to $9,241,568 in 1898, and yet the work performed was much greater in 1898 than it was in 1893, as measured either by train mileage or by tonnage.

"As to the physical condition of the road, it is provided in the lease that it shall be kept in good order and condition. As to the issue of bonds under this lease, none can be issued without the authority in each instance of the State of Massachusetts, through its constituted authorities. Under this lease the organization of our company will be maintained, its dividends, and the interest on its bonds, and the rental on its leased lines will be paid by its own Treasurer, and the annual meetings of its stockholders for the choice of its officers will be held in Boston as heretofore. The New York Central & Hudson River RR. Co. is among the best of guarantors, and the shareholders will have a security which is one of the safest in the land, a security which will be relieved of all risk of loss from physical disasters and from commercial depression, and they are assured their regular dividends as long as the lease endures, together with such other income as may be obtained from the $4,000,000 retained for their benefit. The directors believe that they have made the best obtainable bargain and they therefore confidently recommend to the stockholders that they vote in favor of the proposed lease."

One director only (C. S. Sargent) voted against the lease. The stockholders will vote on the proposition to ratify the same on Sept. 27. An abstract of the lease was given last week.

Protective Committee.—The Sargent protective committee makes this announcement: "The committee during the past four weeks has been making a thorough investigation of the questions involved in the lease to the New York Central and they are convinced that not only the rental reserved under the proposed lease is insufficient in amount, but also that the lease itself fails to protect Boston & Albany stockholders. Upon the questions of the necessary stockholders' vote and the form of the lease the committee has obtained the opinion of the Hon. Richard Olney, which will be sent by mail. We request stockholders who have not sent the committee their proxies to do so at the earliest possible moment."—V. 69, p. 282.

Buffalo & Susquehanna RR.—*Called Bonds.*—First mortgage bonds of 1893, viz.: Series A, $1,000 each, numbers 1148 to 1222, both inclusive, and series B, $500 each, numbers 107 to 111, both inclusive, have been called for the sinking fund and will be redeemed at par and accrued interest, on Oct. 2, 1899, on presentation at the office of Harvey Fisk & Sons, 29 Nassau St., New York. Interest will cease Oct 1.—V. 67, p. 953.

Carolina & Northwestern—It is reported that the Carolina & Northwestern, a narrow gauge line extending from Chester, S. C., to Lenoir, N. C., 110 miles, has been purchased by R. F. Hoke and associates, and will be made standard gauge and extended to a connection with the Virginia & Southwestern.—V. 64, p. 180.

Chicago & North Western Ry.-Chicago Railway Terminal Elevator Co.—*Land for Terminals.*—The Chicago & North-Western Ry. Co. has paid the Elevator Company the award of the jury in the condemnation suit for the land on which the Air Line Elevator stood, viz., $485,032, or $8 a square foot, and has taken a deed to the land.—V. 69, p. 279, 287, 78.

Citizens' Traction Co. of Oshkosh, Wis.—*Mortgage.*—The company has made a mortgage for $500,000 to the Royal Trust Co. of Chicago, as trustee.—V. 64, p. 799.

City Electric Railway of Decatur, Ill.—*Sale Sept 5.*—The property will be sold under a foreclosure decree of the Circuit Court on Sept. 5. The American Trust & Savings Company, of Chicago, is the mortgage trustee.—V. 68, p. 129.

Cleveland Canton & Southern Ry.—*Payment on Deposited Cleveland & Canton Firsts 5s.*—Holders of the Mercantile Trust Company's certificates of deposit of Cleveland & Canton RR. Co. 1st mortgage 5 per cent bonds, upon presentation and delivery of their certificates to the Mercantile Trust Co., No. 120 Broadway, New York, will receive the amount due under the terms of the sale of the property to the Wheeling & Lake Erie RR., viz., $932 27 per bond deposited.—V. 68, p. 1027.

Columbus Marshall & Northeastern RR.—*Mortgage for $2,800,000.*—This company has filed a mortgage for $2,800,000 to the New York Security & Trust Co. as Trustee. The road is projected and partly surveyed from Marshall, on the Michigan Central (east of Jackson) northeasterly to Bay City, about 115 miles.

Gulf Beaumont & Kansas City Ry.—*Bonds Authorized.*—The Texas Railroad Commission has authorized the issue of bonds on the proposed extension from Newtonville, in Jasper County, to Center, in Shelby County, Tex., a distance of 78 miles, at the rate, it is stated, of $19,597 per mile for road and equipment. The specifications provide for eighty-pound rail and adequate modern equipment.

Illinois Central RR.—*Called Bonds.*—The twenty-sixth annual drawing of the sterling 5 per cent sinking fund bonds of 1874 was held Aug. 7. The fifty bonds drawn will be redeemed at par at the office of Morton, Chaplin & Co., London, on Oct. 1 next.—V. 69, p. 130.

Interurban Traction Co. of St. Louis.—*Merger.*—This company, it is said, has absorbed the St. Louis & Belleville Electric Railway and the St. Louis Belleville & Suburban Electric Railway, both extending from East St. Louis to Belleville.

Jersey City Hoboken & Paterson Ry.—North Jersey Street Ry.—*Proposed Consolidation.*—Bernard M. Shanley of Newark, who is associated with the North Jersey Street Railway Syndicate, says: "The Paterson Railway, White Line Traction Co., North Hudson County Railway Co., Palisade Railroad, and the Saddle River Company will all be consolidated eventually, and they will be operated under the name of the Jersey City Hoboken & Paterson Railway Co., forming a continuous line from the Jersey City ferry to Little Falls. The negotiations will probably be completed by November." General Manager David Young of the North Jersey Street Railway Co. has accepted the presidency of the Paterson Street Railway Co.—V. 69, p. 233.

Kansas City Memphis & Birmingham RR.—*Dividend on Incomes.*—The directors have declared a dividend of 3 per cent on the income bonds payable Sept. 1. The annual statement was published last week. Deducting the $189,340 necessary for this payment, leaves $16,569 as the result of the year's operations.—V. 69, p. 281.

Kansas City Pittsburg & Gulf—*Activity in Securities.*—The company's securities have been actively dealt in this week, presumably on news connected with the reorganization, the nature of which, however, we have not been able to obtain as we go to press. Mr. E. L. Martin, the Vice-President of the company, has just returned from Amsterdam, where he has been in conference with the Holland security-holders.—V. 69, p. 283.

Long Island RR.—*New Mortgage.*—The State Board of Railroad Commissioners on Aug. 4 formally gave its sanction to the company's proposed unified mortgage of $45,000,000.—V. 68, p. 1226.

Massachusetts Electric Companies.—*Absorbed.*—The company has absorbed the Taunton & Brockton Street Railway Co. with capital stock of $100,000 and bonded indebtedness $100,000.—V. 69, p. 80.

Memphis & Charleston RR.—*Suit to Set Aside Foreclosure.*—Simon Rothschild of New York, in behalf of himself and minority stockholders of the old Memphis & Charleston Railroad, on Aug. 7 filed a petition in the United States Court at Memphis against the Southern Railway and the Memphis & Charleston Railroad, seeking to reopen the foreclosure case.—V. 69, p. 80.

Northern Ohio Traction Co.—*Bonds Authorized.*—The stockholders on Aug. 6 authorized the proposed issue of $3,000,000 5 per cent 20-year gold bonds, to be secured by mortgage to the Central Trust Co. of New York, as trustee. Of the bonds $500,000 will be reserved as an extension-fund, and the remainder will be issued to retire bonds of the component properties, the old Akron Bedford & Cleveland and the Akron Traction & Electric Co.—V. 69, p. 131.

Northern Pacific Ry.—*Lands Purchased.*—The company on July 29 purchased at Master's sale all the lands, aggregating about 244,000 acres, of the old Northern Pacific, situated in Stutsman County, N. D., at a uniform price of $200 per quarter section.—V. 69, p. 131.

Norton & Taunton Electric Street Ry.—*Consolidation.*—Consolidation under this title, it is stated, has been arranged by the Norton & Taunton Electric Ry. (stock $80,000, bonds $80,000, miles of track, 8·33), the Norton & Attleborough Street Ry. (stock $40,000, bonds $40,000, miles of track, 5·8), Mansfield & Norton Street Ry. (stock paid in Sept. 30, 1898, $20,000, miles of track 5·35), also a fourth company. The new company will issue bonds to the authorized amount of $300,000 or $400,000, of which a portion no doubt will be used to retire the old bonds. The officers are:

President, George Swazey; Vice-President, David Harding; Clerk, Edwin D. Hewins; General Manager, Douglas A. Brooks; Superintendent, E. D. Hewins; directors, in addition to officers named, C. E. Bibber, H. S. Williams, George Wetherell, Andrew Sweet, Franklin Mead.

Oregon Short Line RR.—*Receivers of Old Company Discharged.*—Judge Knowles, in the United States Court at Butte, Montana, has ordered the discharge of S. H. H. Clark, E. Ellery Anderson, Oliver W. Mink and Frederic R. Coudert as receivers of the Oregon Short Line & Utah Northern Ry. Co.—V. 69, p. 181.

Phoenix (Ariz.) Street Railway.—*Foreclosure.*—The Third District Court of Arizona has ordered foreclosure of the $250,000 6 per cent mortgage of 1893. The debts of the company, it is said, aggregate $356,427. The receiver of the People's Home Savings Bank of San Francisco holds $165,000 bonds, in default since 1894.

Pittsburg & Birmingham Traction Co.—*Option on Stock.* Responsible Pittsburg parties have obtained an option on the greater part of the company's $3,000,000 stock at a price said to be $50 per $50 share, those negotiating the sale taking 2 per cent of this amount. The proposed purchase is supposed to be preparatory to a further consolidation of Pittsburg's transportation interests. The company's annual report appears on page 332.—V. 67, p. 317.

Port Arthur Duluth & Western Ry.—Ontario & Rainy River RR.—*Purchase.*—An exchange says: Aemilius, Jarvis & Co. have bought the Port Arthur Duluth & Western in the interest, it is thought, of the Mackenzie & Mann syndicate, which controls the Ontario & Rainy River RR. The first-named property extends from Port Arthur southwesterly to the International line and Gun Flint, a distance of 85½ miles. The Rainy River road already had trackage rights over it as far as Stanley, whence its own line extends northerly.—V. 68, p. 1077.

Raleigh & Gaston RR.—Seaboard & Roanoke RR.—Raleigh & Augusta Air Line RR.—Carolina Central RR.—Georgia Carolina & Northern RR.—Durham & Northern Ry.—*Meeting to Act on Consolidation.*—The stockholders of the Raleigh & Gaston RR. will meet at Raleigh, N. C., on Sept. 6, 1899, "to consider the terms and conditions upon which the Raleigh & Gaston RR. may consolidate with the Seaboard & Roanoke RR., the Raleigh & Augusta Air Line RR., the Carolina Central RR., the Georgia Carolina & Northern Ry., the Durham & Northern Railway, the Roanoke & Tar River RR. and the Louisburg RR., or any one or more of them, and to provide for increase of the capital stock of said Raleigh & Gaston RR. Co." Also "to take any other action that may be necessary or expedient in the exercise of the powers given to this company under the act of the General Assembly of North Carolina entitled "An act to amend the charter of the Raleigh & Gaston RR. Co., and to authorize said Raleigh & Gaston RR. Co. to consolidate with other railroad, transportation or other companies, or to lease or otherwise acquire the property and franchises of the same."—V. 68, p. 283, 826; V. 61, p. 751; V. 68, p. 472.

Richmond Railway & Electric Co.—*Change in Control.*—The control of this property and its allied lines has been acquired by a syndicate of Richmond capitalists composed of the following: Messrs. V. Newton, President of the First National Bank; J. N. Boyd, President of the Planters' National Bank; S. D. Henshaw and Thos. Atkinson. The details of the deal have not been made public, but it is understood that it is dependent on the renewal of a franchise about to expire.—V. 66, p. 1238.

Roanoke (Va.) Street Railway Company.—*Reorganization.*—Charles R. Spence, Second Vice-President of the Mercantile Trust & Deposit Co. of Baltimore, Major Richard M. Venable and S. Hamilton Graves compose the committee that purchased the property in the interest of the bondholders. A syndicate has been formed to underwrite the plan of reorganization, which provides for the issue of $300,000 of first mortgage bonds, $192,000 of second mortgage bonds and $200,000 of stock. About $100,000, it is said, will be spent on improvements.—V. 69, p. 82.

St. Louis & San Francisco RR.—*Central Division Mortgage Bonds Listed.*—The Central Division mortgage bonds are now ready for delivery in exchange for the interim certificates at the Continental Trust Co., No. 30 Broad St. The total issue of $1,962,000 has been listed on the New York Stock Exchange. See description, V. 68, p. 573.—V. 69, p. 280.

St. Paul & Duluth RR.—*$214,519 for Retirement of Preferred Stock.*—Proposals are invited for the sale to the company of shares of its preferred stock at a price not to exceed par thereof, exclusive of the dividend payable Sept, 1st, 1899. The company has on hand the sum of $214,519 48 of net proceeds from lands and stumpage applicable to such purchase after providing for the payment of 7 per cent dividend upon its outstanding preferred stock for the fiscal year ending June 30th, 1899.—V. 68, p. 475.

Savannah Thunderbolt & Isle of Hope Ry.—*Purchase.*—At the foreclosure sale of the Suburban & West End Ry. on Aug. 1 the road was bought in by D. C. Barrow for the Savannah Thunderbolt & Isle of Hope Ry. Co., after sharp bidding, for $5,250.—V. 65, p. 926.

Schuylkill Valley Traction Co. of Norristown, Pa.—*New Mortgage.*—The company has made an equipment mortgage to the West End Title & Safe Deposit Co. of Philadelphia as trustee to secure $100,000 fifty-year 5 per cent bonds.—V. 62, p. 279.

Seaboard & Roanoke RR.—*Traffic Agreement with Pennsylvania.*—A "high official of the Seaboard Air Line" is quoted as saying: "Passenger traffic arrangements with the Pennsylvania RR. Co. from the terminus of the Richmond Fredericksburg & Potomac to Washington, and thence to New York, have been concluded. When the Richmond Petersburg & Carolina Division from Ridgeway to Richmond is completed we will use the Richmond Fredericksburg & Potomac to Quantico, thence the Pennsylvania to New York. The Seaboard route from New York to Tampa, when the Richmond Petersburg & Carolina and the link from Cheraw to Columbia shall have been completed, will be about 50 miles shorter than any other."

Consolidation.—See Raleigh & Gaston RR.

Terminals, Etc.—President Williams is quoted as follows: "We have two gigantic steam dredges at work at Savannah excavating and filling. One of them is among the largest in the world. It is estimated to do the work of 5,000 men. The terminals of the Georgia & Alabama Terminal Co. at Savannah embrace more than one mile of water front. They are to be completed by about Jan. 1, 1900. Rapid progress is also being made on the line under construction from Meldrim to Hutchinson's Island, a distance of twenty miles. The road will be completed in October, including a steel drawbridge across the Savannah River. At Columbia the work is being pushed forward on the new terminals of the Seaboard system. These terminals embrace thirty acres in the heart of the city of Columbia, where the company's freight and passenger depot will be located. The work of filling in the link between Columbia and Cheraw, to connect the Seaboard Air Line and Florida Central & Peninsula is being pushed forward, the line being laid with eighty-pound steel rails."—V. 68, p. 826.

Terre Haute Electric Co.—*Mortgage.*—The company has made a mortgage to the Union Trust Co. of Indianapolis, and the Boston Safe Deposit Co. as trustees, to secure $1,500,000 thirty-year 5 per cent bonds.—V. 69, p. 29.

Third Avenue RR.—Metropolitan Street Ry.—*Kingsbridge Franchise.*—The Acting Mayor has signed the resolution granting the franchise for Kingsbridge Road and other neighboring streets. In Nov., 1897, the Third Avenue and the Metropoliten companies came to an agreement touching this franchise (see V. 65, p. 977.)—V. 69, p. 182, 283.

Toledo St. Louis & Kansas City RR.—*Further Delay.*—The unsecured creditors filed this week at Cincinnati a petition asking for a rehearing of their case. A decision on this petition is not expected before October.—V. 69, p. 82.

Union Pacific RR.—Wyoming Southern RR.—*Traffic Agreement with Right to Purchase.*—The Union Pacific Railway Co. has made a traffic arrangement with the Wyoming Southern and has secured a five-year option upon the $1,000,000 stock and the privilege of redeeming the $1,000,000 bonds within the same time at par. The Wyoming Southern was incorporated in Wyoming on June 8, to build from a point in the neighborhood of Fort Steele to the Colorado State line, near the North Platte River. The road is expected to be completed to Saratoga, a distance of 33 miles, by Oct. 15, and it is to be extended to Grand Encampmnent and Battle Lake, 44 miles.—V. 69, p. 284.

Union Traction Co. of Indiana.—*New Mortgage.*—Of the new loan for $5,000,000 gold 6s, $800,000 is held in trust against bonds of the old Muncie, Marion and Anderson roads, and $760,000 for future improvements and extensions, while $3,440,000 will be issued in payment for lines acquired and the construction and equipment of the new line to be completed by Jan. 1 from Muncie to Indianapolis. The entire system will include 154 miles, of which about 50 miles is to be constructed. J. & W. Seligman & Co. are interested.—V. 69, p. 82.

United Railways Co. of St. Louis.—*Officers.*—The following officers are announced: James Adkins, Secretary and Treasurer; Frank R. Henry, Auditor; C. N. Duffy, Assistant Secretary and Treasurer.

Transfer of Properties.—The stockholders of the Taylor Avenue and Compton Heights, Union Depot and Terminal

lines on Saturday last ratified the proposition to sell these lines to the Lindell Railway. During the present week the stockholders of the Union Depot and Grand Avenue Railway companies and of the Lindell Railway Co. voted to transfer the property of these companies, both real and personal, to the United Railways Co. of St. Louis.—V. 69, p. 284.

Vincennes Electric Street Railway—Citizens' Gas Co.—Vincennes Electric Light Co.—*Reported Purchase and Pending Consolidation.*—A syndicate headed by Hambleton & Co. of Baltimore is reported to be negotiating for the purchase and consolidation of these properties. One despatch says the purchase has been arranged.

Wabash RR.—*Des Moines Division Mortgage.*—The stockholders will vote in St. Louis on Oct. 10 on a proposition to confirm the Des Moines Division Mortgage "as a lien upon all and every part of the property therein described for the equal benefit of the holders of all said bonds to the full amount of $1,800,000." This action is necessary before the issue of bonds can be increased from $1,600,000, the present issue, to the maximum amount named in the deed of trust.—V. 68, p. 574.

White Pass & Yukon Railway.—*Completion of First Section.*—A press dispatch from Seattle says that the 40 miles of the road, built from Skaguay to Lake Bennett at a cost of $2,000,000, will be formally turned over to its owners, Close Brothers & Co., on Aug. 20. The extension to Fort Selkirk, it is stated, will be begun at once.—V. 68, p. 529.

INDUSTRIAL, GAS AND MISCELLANEOUS.

New Industrial Companies.—*Index.*—The leading items heretofore published regarding new industrial companies, mostly organized or floated since the July issue of the INVESTORS' SUPPLEMENT, are indicated by the following index:

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Alabama Consolidated Coal & Iron Co.—*Office.*—The headquarters of the company will be in the Hood Building, Birmingham, Ala.—V. 69, p. 227.

American Electric Heating Co.—*Default.*—This Boston company has defaulted on its $300,000 outstanding bonds. These bonds are held by friends of the company who express faith in the ultimate success of the enterprise. The company is reported to be doing a business of about $100,000 per year.—V. 68, p. 793.

American Hide & Leather Co.—*New Plan.*—It is now proposed to capitalize the company as follows: 20-year gold 6% bonds, $10,000,000; 7 per cent cumulative preferred stock, $17,500,000; common stock, $17,500,000; total, $45,000,000, as against $70,000,000 as at first proposed. All except four or five of the twenty-eight companies concerned (see list, V. 68, p. 92) have accepted the new proposition, which gives them 75 per cent in securities, and the remaining 25 per cent either in cash or bonds, at the seller's option.

According to A. F. Hatch, one of the promoters, $3,000,000 working capital will be raised by sale of securities. Fifty shares of common stock, it is understood, will be given as a bonus with each 100 shares of preferred. J. & W. Seligman & Co. will finance the consolidation in case it goes through.—V. 68, p, 974.

American Ice Co.—Consolidated Ice Co.—*Control Acquired.*—The American Ice Co. has finally acquired a majority of the capital stock of the Knickerbocker Ice Co. of Maine and of the Consolidated Ice Co. of this city. The new corporation is not ready to make its plans public, negotiations being in progress for the acquisition of additional properties. The authorized capital stock is $60,000,000, half of which is preferred.—V. 69, p. 77.

American Linseed Co.—*Dividend and Directors.*—The board of directors has declared the second quarterly dividend of 1¾ per cent on the preferred stock. It has also reduced the number of directors to eleven, W. D. Douglas and G. F. Piper retiring.—V. 69, p. 25.

American Malting Co.—*Earnings.*—Profits for the fiscal year ended Dec. 31, 1898, are reported as $1,076,449; dividends paid on preferred stock (equal to 7 per cent on $12,540,000), $877,800; balance over dividends, $198,649. The present issue of preferred is $14,440,000, additional properties having been aquired.—V. 68, p. 1178.

American Smelting & Refining Co.—*Strike Continued.*—A press despatch on Friday said: "The Denver Smeltermen's Union has voted almost unanimously to continue its strike until the company shall agree to pay the wages awarded by the State Board of Arbitration. The two large smelters in Pueblo as well as two in Denver are closed."—V. 69, p. 178.

American Sterilized Air & Transportation Co.—*New Enterprise.*—This company filed articles of incorporation at Trenton, N. J., on Aug. 4 "to operate under recent patents for sterilizing, dehydratating and cooling air for the preservation of perishable products in storage and during transportation." Capital, $5,000,000, half, it is understood, being preferred. Incorporators: J. Montgomery Smart of New York; Pierre F. Cook of Jersey City; Abram C. Demmare of Newark.

The company has bought the patents covering the system used on the transport Glacier for the refrigeration of meat and vegetables. This system is described as extremely simple, consisting merely in compressing and suddenly releasing air, thereby causing it to become extremely cold. The cost, it is said, is less than one-tenth that of ice refrigeration. The degree of cold, also, can be regulated and the air at the same time sterilized, with the result, as claimed, that fruit and meat are in much less danger of deterioration than under the old system. Each car has its own compressor, the locomotive supplying the power needed to each car.

American Window Glass Co.—*Incorporated.*—This company, with office at Pittsburg and a nominal capital ($1,000), was incorporated at Harrisburg on Aug. 2, in order to effect the proposed consolidation of window glass concerns. Incorporators: W. J. Carson, F. H. Clark, A. M. Richmond, A. E. Braun, W. Smith, all of Pittsburg. It has been repeatedly reported that the company would be capitalized for $30,000,000 and control about 90 per cent of the country's output of window glass, excluding plate glass. Among those interested are T. H. Given, President of the Farmers' Deposit National Bank, Pittsburg, and James A. Chambers, President of the Chambers Glass Co., New Kensington, Pa., and C. W. Haskins of this city.

Asphalt Co. of America.—*Collateral Trust Bonds—On Philadelphia Unlisted.*—The Philadelphia Stock Exchange has admitted to quotation on the unlisted department this company's $30,000,000 collateral gold 5s represented by temporary receipts of the Land, Title & Trust Co.; also $30,000,000 capital stock, par $50, $5 paid. The bonds are secured by deposit in trust of the stocks of the constituent companies, and are said to represent 95 per cent of the asphalt trade of the country. The entire $30,000,000 of stock is outstanding, as are also the $30,000,000 collateral trust bonds. The latter are gold 5 per cent bonds due 1949, interest payable April and October. The company is not prepared as yet to make a statement regarding its affairs. Its office is in the Land Title & Trust Co. Building, Philadelphia.—V. 69, p. 128.

Baltimore Brick Co.—*Properties Taken Over.*—The formal transfer of the various concerns acquired has been completed.—V. 69, p. 228.

Boston Electric Light Co.—*New Stock.*—At the annual meeting it was voted to issue 5,000 shares of new stock, bringing the total capitalization up to 30,000 shares, or $3,000,000. See V. 69, p. 281.

Buchanan & Lyall Tobacco Co.—*Incorporated.*—This company was incorporated at Albany on Aug. 5 with $1,000,000 authorized capital stock, as successor of the firm of Buchanan & Lyall, established many years ago. Directors:

William Buchanan, Charles P. Buchanan, John D. Crimmins, Vice-President of City Trust Co.; Vincent P. Travers, George B. Wilson, President of the Atlantic Snuff Co.; Felix Campbell, President of the People's Trust Co. of Brooklyn; Robert McGinnis, T. Tillitson Wells, Abraham D. Cox, Jr., and Eugene A. Philbin.

The capital stock consists of $1,500,000 cumulative 7 per cent preferred stock and $2,500,000 common stock, both in $100 shares. The present factory is in Brooklyn.

Consolidated Rubber Tire Co.—*Dividend.*—The directors have declared a quarterly dividend of 1½ p. c. on the preferred stock, payable Sept. 1st, 1899, to stockholders of Aug. 19. Frederick A. Seaman is Secretary of the company.—V. 69, p 78.

Consolidated Street Car Co.—*Status.*—The statement is confirmed that no attempt is now being made to effect the consolidation under this title, as proposed last spring, of the leading concerns manufacturing street cars.—V. 68, p. 670.

Diamond Match Co.—Continental Match Co.—*Mr. Gould's Statement.*—Mr. Edwin Gould has made the following statement:

I have been elected a director of the Diamond Match Co. because of my ownership of a large block of Diamond Match Company's stock, which I bought in the stock market in Chicago. I bought this stock because I discovered, in my experience in the match business, what a strong corporation they were, and considered their stock a sure dividend payer. There is no truth in the story of my having received $700,000 or any large amount for my Detroit factory, but my large ownership in the Diamond Match Co. will probably prevent my being an active competitor in the future.—V. 69, p. 285, 79.

Diamond State Steel Co.—*Status.*—Out of the first instalment ($5 per $10 share) paid in upon the $3,000,000 stock, there has been set aside an amount sufficient to cover the entire cost of construction of the new steel mill. President Wallace, writing under date of July 14, says:

"Every part of the machinery for our new works will be new and up to date. Our blooming mill and tables will come from the Mesta Machine Co. of Pittsburg, Pa; reversing engines from Wm. Tod & Co. of Youngstown, O.; electric charging machine from the Wellman-Seaver Engineering Co. of Cleveland, O., and open-hearth steel furnaces, gas regenerators, etc., from W. W. Lindsay & Co. of Philadelphia. These the contractors have agreed to deliver so that we should be able to start the furnaces for the manufacture of steel in January

next. Our steel department is under the management of Edwin H. Martin, for many years General Superintendent of the Lukens' Iron & Steel Co. at Coatesville, Pa., and Julian Kennedy of Pittsburg, is our Consulting Engineer. We expect the plant, when completed, to be equal to any in existence, and to enable us to produce open-hearth steel, both acid and basic, of the best quality at a minimum cost. As to our present works, it is not proposed to destroy any part; the steel department will simply be an addition. At this time we are employing upwards of 1,300 hands, and are running the mills to their capacity. Our sales for June amounted to $133,500. With our stock of material on hand bought at favorable prices and with orders at prices which show handsome profits, I see no reason why our works should not show a profit during the last half of 1899 of at least $25,000 per month. Some of the largest and most conservative buyers are offering us business, extending as far ahead as June, 1900, at the market prices of to-day, some of which business we thought it prudent to book."

Officers.—The officers are: H. T. Wallace, President; L. A. Bower, Vice-President, at New York agency; W. E. Boughton, Treasurer; W. H. Wallace, Secretary. Edward B. Smith & Co. of Philadelphia, are interested.—V. 68, p. 926.

Edison Electric Illuminating of Boston.—*$750,000 New Stock.*—Application has been made to the Massachusetts Gas Commissioners for authority to issue $750,000 new stock, raising the total issue to $4,674,000. The proceeds will be used for new construction, additions and improvements.—V. 68, p. 723.

Fuller Round Bale Co.—*New Enterprise.*—Seymour, Johnson & Co., of 71 Broadway, are expected to undertake the floating of this new enterprise for compressing cotton into round bales. The company's capital stock is to be $8,000,000, of which $2,250,000 is to be 7 per cent non-cumulative preferred. Of this it is proposed to issue $1,250,000 of preferred for cash, with an equal amount of common as bonus. The remaining $3,500,000 common stock will represent patents, commissions and other expenses of promoting.

Great Lakes Towing Co.—*Consolidation.*—The consolidation, it is stated, was definitely arranged in Cleveland on Aug. 5. The "Cleveland Leader" on Tuesday said:

The tug trust promoters have been able to get all of their concerns in line, and now all that remains to be done is to map out definitely the plan of operation and then elect the officers, and the trust will be operative. When on Saturday the two tug companies from Buffalo and the Dunham Towing Co. of Chicago were taken into the company, the last thing had been done toward the acquisition of property. This also practically broke the back-bone of the opposition.

The company's authorized capital stock is $5,000,000, of which half to be 7 per cent non-cumulative preferred.—V. 69, p. 285.

Henderson Bridge Co.—*Called Bonds.*—Twenty-seven ($27,000) first mortgage bonds of 1881 have been designated by lot for redemption at the office of the Central Trust Co., New York, on Sept. 1, 1899, at 105 per cent on the par value, in accordance with supplemental deed of trust of Feb. 27th, 1884.—V. 67, p. 320.

Johnson Co.—Federal Steel Co.—*Called Bonds.*—Ninety-three first mortage gold bonds of the Johnson Co. (controlled by the Federal Steel Co.) have been selected by lot by the United States Trust Co., trustee, for redemption, and will be paid on or after Sept. 1st next, at 105 per cent, at the office of the said trustee, 45 Wall Street, New York City.—V. 66, p. 709; V. 69, p. 285.

Lake Superior Consolidated Iron Mines.—*Purchase.*—The company has purchased eighty acres of valuable iron property in Section 22, 4 miles from Hibbing, Minn., and has taken an extension of the leases of the Sellers and Hull Mines for a term of fifty years.—V. 66, p. 811.

Lancaster Motor Co.—*Incorporated.*—This company was incorporated at Trenton, N. J., on the 2d inst. to control the American patent of Frederick Williams of Lancaster, England. Capital stock, $5,000,000. Incorporators: Percy C. Hamilton, Pittsburg; George S. Stillwell, T. Reginald Hawley and Byron Travers, New York City; Joseph V. Clark, Jersey City.

Manhattan Type Writer Co.—*Bonds Offered.*—E. W. Wilson & Co. of this city offer by advertisement on page viii. $150,000 of the company's $750,000 first mortgage 40-year 6s. The price is par and interest. Full particulars will be found in the advertisement.—V. 69, p. 230.

Michigan Lake Superior Power Co.—Consolidated Lake Superior Co.—*Bonds Offered.*—The Michigan Lake Superior Power Co. is controlled by the Consolidated Lake Superior Co., and its property was fully described in the statement for the latter company [under "(1)"] on page 1075 of the Chronicle for June 3, 1899. Of the $3,500,000 first mortgage bonds of the Michigan Company, $500,000 are offered for sale at par and interest by Parkinson & Burr of Boston. The bonds are fifty-year first mortgage gold 5s, in $500 and $1,000 pieces, dated June 1, 1899, and due May 1, 1949, interest payable May 1 and Nov. 1 in gold at the office of the Provident Life & Trust Co. of Philadelphia, the mortgage trustee. The advertisement offering the bonds says:

These bonds are a first mortgage on all of the real estate now owned or which may hereafter be acquired by the Michigan Lake Superior Power Co., located at Sault Ste. Marie, Michigan, upon the hydraulic development of 60,000 horse-power, now under construction on a portion of the aforesaid real estate, and upon all rents, revenues and franchises accruing to the company. The company has already leased power to responsible tenants for a period of twenty-five years, with the privilege of renewal for like periods at a rental which will yield the company annually the sum of $537,500. As additional security and to insure the payment of interest, one of the contracts above referred to, amounting to an annual rental of $200,000 [from Union Carbide Co.—Ed.], has been assigned to the Provident Life & Trust Co., trustee for the issue of the bonds. There have likewise been deposited with the trustee sufficient funds to meet the first year's interest on the bonds. Financial statement: Rental from contracts already executed, $537,500; expenses of operation and taxes, $50,000; net revenue, $487,500; interest on bonds, $175,000; surplus, $312,500.

The entire issue of $3,500,000 of these bonds has been placed by the company, of which about $3,000,000 are closely held, leaving $500,000 now offered for subscription. See V. 68, p. 1075; V. 69, p. 129.

Monongahela River Coal & Coke Co.—*Consolidation Arranged.—First Instalment on Stock Payable Aug. 21.*—Whitney & Stephenson of Pittsburg have definitely arranged to float this consolidated company, and have completed the allotment of stock, which is reported as $1,250,000 over-subscribed. The first 10 per cent on the par of the preferred stock is payable at the Union Trust Co.'s offices in Pittsburg on Aug. 21. The remaining 90 per cent will be payable on Sept. 21, when the engraved stock certificates will be issued. The constituent properties will be taken over on Oct. 1. The securities of the company are $10,000,000 of 7 per cent preferred stock and $20,000,000 common stock, both in $50 shares, and $10,000,000 50-year 6 per cent gold bonds. Subscribers to the preferred stock at par receive as bonus an equal amount of the common stock. The constituent concerns, it is stated, include the following:

Advance Coal Co., Alps Coal Co., Bailey, Wilson & Co., W. H. Brown's Son, W. Harry Brown, E. A. Brahm & Co., P. R. Budd Coal Co., Belle Bridge Coal Co., Blackburn Bros., California Coal Co., Crescent Coal Co., Coal Bluff Coal Co., Casket Coal Co., Delta Coal Co., Duquesne Coal Co., Elizabeth Marine Ways, Enterprise Docks, Eclipse Coal Co., Flinn Coal Co., W. H. Flint & Co., J. M. Guffey, Gallatin Mines, James H. Hopkins, W. S. B. Hays, Hays Coal Co., Iron City Dock Co., W. C. Jutte & George C. Maxwell, C. Jutte & Co., T. M. Jenkins & Co., Robert Jenkins, James Jones & Sons, Catsburg Coal Co., Ivill Mines, Rostram Coal Co., Excelsior Coal Co., Monongahela Saw and Planing Mill Co., George Lysle & Sons, McKinley & Co., Lysle Coal Co., Marmet Coal Co., steamer Stella Moren, Monongahela & Western Coal Co., New York & Cleveland Gas Coal Co., W. W. O'Neill Coal Co., O'Neill & Co., steamer W. W. O'Neill, Pacific Coal Co., Pittsburg Transportation Co., Parsglove & Gordon, Pittsburg Southern Coal Co., Relief Towboat Co., Riverville Coal Co., S. O. Rhodes, Pine Run Coal Co., John Shoup & Co., R. S. Smith, S. C. Snodgrass, Knob Coal Co., George W. Thomas & Charles Bradford, J. E. Umbstaetter, Tide Coal Co., W. B. Rodgers, Gray's Iron Line, T. J. Wood, W. G. Wilmot & Co., Joseph Walton & Co., John F. Walton et al, John A. Wood & Sons, Queen City Elevator Co., Raab & Bohmer, Collier B. Budd Elevator, Marmet Elevators (2), S. S. Brown Elevators (3), Pittsburg Coal Co.'s two Cincinnati elevators, H. D. O'Neill, James Wilson et al, R. W. Wilmot, B. D. Wood & Son, John C. Rodgers' estate, James Rees' Sons & Co., E. A. Brown & Co., S. S. Crump & Co., Edwin A. Coyle, James Evans, J. M. Gilchrist & Sons, Harry C. Gould, John G. Holmes, the Hays heirs; James H. Bughman, Little Redstone Coal Co., A. & J. Leonard, Manchester Docks Co., C. W. McDonald.

The new company, it is said, will control 96 of the 102 working coal mines along the Monongahela River; 44 transportation companies, owning practically all of the coal craft carrying Pittsburg coal between Brownsville and New Orleans, including 200 steamers and 4,000 coal boats and barges, and all the coal elevators and yards where Pittsburg district coal is handled, namely, at New Orleans, Baton Rouge, Vicksburg, Memphis, Louisville and Cincinnati. John B. Finley is expected to be President.—V. 69, p. 28.

New England Gas & Coke Co.—Boston & Maine RR.—*Use of Coke.*—Regarding the use of coke as a fuel, President Tuttle of the Boston & Maine RR. Co. is quoted as saying:

Coke, as produced by the New England Gas & Coke Co. is a perfect locomotive fuel, and we are changing over our locomotive equipment so as to adapt the same to the burning of coke as rapidly as we can get engines into the shops. We already have about a dozen changed over and are using most of them in our suburban service between Boston, Gloucester and Marblehead. We have one on our through Portland express and it is fulfilling all our expectations.

It costs about $50 to change over an engine by placing in water grates, which we find best adapted for the purpose. The coke creates such an intense heat that cast-iron grates are not serviceable. By building up our engine tenders we are able to run our engines from 125 and 150 miles without re-fuelling, and we can not do better than this with coal. The great advantage of coke is that it is dustless and smokeless. On the run from Boston to Portland there will hardly remain a handful of ashes, whereas from the burning of coal, almost three bushels of ashes would remain. The cost of coke is just about the same as bituminous coal, while the advantages are innumerable. Through the oiling of our roadbed and the burning of coke, we will be able to give a passenger service as clean as an electric road.

We estimate that the Boston & Maine will effect a saving of at least $100,000 a year that it now pays in damages by reason of fires from sparks. Coke, as a locomotive fuel, is only possible when produced as by the New England Gas & Coke Co. as a by-product; otherwise the cost would be prohibitive. Coke is as economical for freight engines as for passenger, and we shall use it on both. The engineers and firemen much prefer it to coal. Bituminous coal requires constant firing, whereas coke only requires refiring about every twelve miles.

The Boston & Maine expects to use coke at the rate of 400,000 to 500,000 tons a year.—V. 68, p. 1179, 1133; V. 69, p. 129.

New Jersey Electric Vehicle Transportation Co.—*Stock Increased.*—This company on Aug. 7 filed papers at Trenton, N. J., increasing its capital stock from $100,000 to $1,200,000. James E. Hayes, the President, is quoted as saying that the company will soon have automobiles in operation in the larger cities, towns and seaside resorts in New Jersey, and will make connection from New York to Philadelphia.

New York Breweries.—*Pending Reorganization.*—At a meeting of the stockholders in London last month it was explained that the readjustment scheme provides that the preference shareholders shall receive £21,000 on hand in discharge of all arrears of dividend, the capital to be reduced by £200,000 to £400,000, and the preference shareholders to receive of this unified stock £310,000 and the ordinary shareholders £90,000. On this basis the preference shareholders would receive in unified stock £10,000 more than the present nominal amount of their capital, and it is in reference to this additional £10,000 that certain difficulties have arisen. The difference being slight, the hope was expressed that a settlement would soon be reached.—V. 67, p. 320.

☞ For other Investment News see Page 339.

Reports and Documents.

CHESAPEAKE & OHIO RAILWAY CO.

ANNUAL REPORT FOR THE FISCAL YEAR ENDING JUNE 30, 1899.

TO THE STOCKHOLDERS:

Pursuant to the By-Laws, the Annual Report is submitted as follows:

EARNINGS AND EXPENSES.

The gross earnings and expenses of the company and the mileage operated during the year ending June 30, 1899, compare with the four previous years as follows:

Year ending June 30.	1895.	1896.	1897.	1898.	1899.
Miles Operated.	1275·9*	1276·9*	1275·9*	1275·9*	1275·9†
	$	$	$	$	$
Gross Earnings	9,596,030 61	10,221,131 42	10,708,182 81	11,788,557 05	12,009,839 15
Op. Exp., Maint. and Taxes....	6,464,527 81 67%	6,963,152 69 68%	7,286,769 18 68%	7,982,306 67 68%	8,077,384 01 67%
Net.....	3,131,502 80	3,257,978 73	3,421,413 63	3,806,250 38	3,932,455 14
Fix'd Ch'g's, &c. less Net Inc. other Sources.	3,112,706 52	3,110,637 68	3,118,871 88	3,187,741 09	3,226,324 51
Surplus over all Charges.....	18,706 28	147,341 05	302,541 75	618,509 29	705,130 63

* Also 84·5 miles between Orange and Washington, operated under trackage agreement.

† Also the above-mentioned 84·5 miles and 84·4 miles between Lexington and Louisville, Ky., operated under trackage agreement.

The gross and net earnings of the Company for the year just ended are the largest in its history; the gross being slightly in excess of $1,000,000 a month, and the net for the year being almost $4,000,000. The freight earnings show a slight falling off (for reasons hereafter explained), and the passenger earnings a large increase, due to the improvement in business along the line and throughout the country generally.

The amount received from each passenger shows a slight decrease per mile, owing to the increase of through business; but the average haul has increased, as well as the amount received from each passenger, and the result is that the passenger trains show earnings of $1 08 per mile run—a material increase over any previous year.

The tons of freight carried one mile show a small decrease (less than 1%). The average rate per ton per mile decreased from 3·70 mills to 3·62 mills. This is owing to the reduction in the rate on seaboard coal from 2·59 to 2 21 mills, due chiefly to the high prices paid for vessels during last winter to carry coal which the Company had contracted to deliver in New York and New England. The earnings upon other coal show a slight increase, and the average received per ton per mile from freight other than coal is exactly the same this year as last. The through rate was less, but the local business largely increased while the through business decreased—it having been the policy of the Company during the last year not to solicit certain through business upon which the rates had been reduced to a figure at which it was not profitable to carry it when the cars could not be loaded back. For instance, during the past twelve months as compared with the previous twelve months there was a decrease of 7,965,543 bushels of grain carried to Newport News. The Company was enabled to make a profit upon the seaboard coal only by the fact that 80% of its haul was in favor of this traffic.

Your directors desire here to call attention to the fact that during the year the average tons of freight per train mile increased to 425 tons—a remarkably high average. Owing to this increase in train load, the earnings of freight trains increased to $1 54 per mile run.

On the whole the year has been a fairly prosperous one for the company, and it is gratifying to be able to state that all expenditures for additions and betterments have been included in the operating expenses, and yet the company carries, after all charges have been made of every name and nature, the comfortable balance of $706,130 63 to Income Account.

It is ten years since the present management published its first report in regard to the Chesapeake & Ohio Railway, and we may be pardoned if we allude briefly to the progress that has been made in these ten years. At that time the company had just acquired possession of its main line from Fortress Monroe to Cincinnati, including the James River Division. It has since acquired the line from Ashland to Lexington and trackage rights into Louisville, and also trackage rights from Gordonsville to Washington, with some branches from various places along the line, increasing the mileage from 918·3 miles to 1,444·8 miles. The double track reported at that time was 8·3 miles; it has now increased to 98·2 miles. The sidings were reported in that year 262·3 miles and are now 497·4 miles. The equipment has increased from 211 locomotives to 355, from 139 passenger cars to 212, and from 9,909 freight cars to 16,022. The gross earnings have increased from $5,290,000 to $12,009,839 15; the net earnings from $1,025,000 to $3,932,455 14. In the same time the fixed charges of the company have increased from $1,700,000 to $3,133,097 25. The capital stock, however, has been reduced from $71,000,000 to $60,536,400. The physical condition of the property to-day and ten years ago is beyond compare. The train load of freight trains has doubled. The tonnage capacity of the freight cars has increased from 214,299 tons to 431,270 tons. The 50-lb., 56-lb. and 62-lb. rails in the main track have been replaced by 75-lb and 100-lb. rails, and practically all of the bridges have been rebuilt. These comparisons could be followed out at length, but enough has been given to show the great change that has taken place.

During the year just closed 1·2 miles of double track and 19·7 miles of sidings have been constructed, and the cost of the same, amounting (less the credits) to $87,507 20, has been charged to operating expenses. 210,067 yards of new ballast have been put under the track; 6,148 tons of 100-lb. rail, 8,431 tons of 75-lb. rail and 524 tons of 70-lb. rail, making 15,103 tons altogether, have been laid in the main track at a cost, after crediting the sales of rails taken up, of $155,962 71. This is in excess of the ordinary requirements; but as the old rails were needed for sidings and branches, the company availed itself of the chance to renew the rails in its main line. Progress has been made during the year in replacing the wooden structures on the Peninsula Division with stone and iron.

The expenses for repairs of equipment have been large, particularly with reference to freight cars, as the company has made steady progress in equipping its cars with couplers and air brakes to comply with the Act of Congress, which goes into effect on the first of next January. At the close of the books on the 30th of June, 1899, there were 1,714 freight cars remaining to be equipped with automatic couplers, all of which will be done during the coming six months. The company has thought it, however, unwise to expend large sums on small capacity cars for air brakes and couplers, and therefore has scrapped them and built or purchased to take their place new and modern cars, 623 cars having been purchased during the year and charged to repairs, costing $299,616 15. In addition to this the ordinary repairs upon the freight cars have amounted to $497,124 81; $386,158 78 has been spent in repairs on locomotives, and four new ones, costing $47,362 63, have also been bought and charged to repairs.

The Company during the year purchased 1,000 box cars and 1,000 coal cars, payable in monthly instalments running through a series of five years. These cars were purchased before the recent large advance in prices. As the payments upon these cars fall due, they will be charged to repairs, and in this manner the equipment kept good without increasing the construction account of the Company.

It will be noticed that the taxes of the year show the very large sum of $385,324 73, an increase of $68,742 over the previous year. In addition to this, there is a charge in the Covington & Cincinnati Bridge expenses of something like $50,000, which is also for an increase in taxes. This large increase is due almost entirely to the settlement of disputed claims in Kentucky for back taxes. These have been paid and charged out during the year, and it is hoped that for the coming year the amount to be taken care of will be much less.

The output and distribution of coal and coke for the past year, as compared with the previous year, have been as follows:

COMPARATIVE STATEMENT OF TOTAL OUTPUT AND DISTRIBUTION OF COAL AND COKE FOR YEARS ENDING 30TH JUNE, 1898-9.

KIND OF COAL.	1898. Tons, Gross.	1899. Tons, Gross.
Cannel	17,022	15,602
Gas	433,402	478,660
Splint and Block	650,550	539,760
New River, etc.	3,006,378	2,955,006
Coke	367,438	418,812
Total	4,474,790	4,408,120
DISTRIBUTION OF ABOVE.		
Fuel for use of company	618,716	555,228
Delivered Cincinnati Division and K. & M.	1,340,123	1,164,474
Delivered on line of B. S. & Lex. Divisions	119,527	113,562
Delivered on line of C. & O. Ry., except Richmond	269,858	359,110
Delivered at Clifton Forge to James River Division for all points except Richmond	129,225	199,332
Delivered at Charlottav. to connecting line.	36,095	11,889
Delivered at R.F.&P. Jct. to R.F.&P. RR.	22,695	27,578
Delivered at Richmond for consumption, including Tugs, Dredges, etc.	125,660	173,679
Delivered at Newport News, Norfolk, etc., for consumption	88,208	89,437
Shipped at Newport News wharves	1,718,883	1,713,831
Total	4,474,790	4,408,120

The loss in this tonnage is almost entirely explained by the lesser amount of fuel used by the company.

The Chesapeake & Ohio Steamship Company has been operated during the year with freedom from accident.

This company has advanced the sum of $48,669 56 for the purchase of bonds, which, under the contract, were canceled, and $24,419 44 as a further sum for loss in business. This sum total of $73,089 00 has been deducted from the gross earnings of the Railway Company.

The interest charges for the coming fiscal year 1899-1900 (including interest on the $2,000,000 of 4½% bonds sold or in the Treasury for construction purposes, as hereafter alluded to, will be as follows:

Amount of Security.	Character of Security.	Rate.	Interest.
$25,858,000	1st Consolidated Mortgage Bonds	5 %	$1,292,900
26,054,000	General " "	4½ "	1,172,430
2,000,000	1908 A " "	6 "	120,000
2,000,000	1911 " "	6 "	120,000
142,000	1922 " "	6 "	8,520
6,000,000	R. & A. 1st " "	4 "	240,000
1,000 000	" 2d " "	4 "	40 000
650,000	Craig Valley Branch 1st Mtg. "	5 "	32,500
81,200	Manchester "	5 & 6 "	5,416
400,000	Warm Springs Valley "	5 "	20,000
3,007,000	E. L. & B. S. RR. "	5 "	150,350
370,000	Greenbrier & New River RR. "	5 "	18,500
$67,562,200	Total		$3,220,616

A glance at the Balance Sheet of the Company hereto annexed will show the financial condition of the Company. Its floating assets are largely in excess of its floating liabilities. As of July 1st, it had no loans or bills payable, and had $968,440 08 in bank from current accounts, as well as $747,373 89 for construction purposes.

$10,669 05 of Bond Discount, under the plan heretofore established, has been written off to the Profit and Loss Account.

Competition among the various railways during the year has been very sharp and rates unnecessarily low. The conditions, however, have been much better since the first of January. The principle of billing freight at the actual tariff has worked admirably and will, in our judgment, in the end prove of great value in securing a better rate condition among the railways. Some increase must be had to meet the increasing taxes—Government, State and city—and also the additional expenses which come from increased cost of material and supplies.

The accounts of the Company have, as usual, been examined by experts, and your attention is invited to the certificate of Messrs. Patterson, Corwin & Patterson, of New York City, certified public accountants, hereto appended.

Your attention is called to the Balance Sheet of the Company, showing $1,018,000 of 4½% bonds in the Treasury, and also "Special Cash Deposit," to pay construction accounts, of $747,373 89. Early in the calendar year your directors thought it wise to provide for the prosperous times which they thought were coming by building certain additions to the plant of the Company, which had been delayed for some years waiting better times. In the first place, at Newport News they decided to erect a new grain elevator, an ocean pier and a coaling pier, at a cost of about $500,000. This addition will add largely to the capacity of the Company; will also aid in the economical working of the plant and will be a great protection in case of fire, as it practically duplicates the tidewater facilities of the Company—the new plant being at such a distance from the old plant as renders unlikely its destruction by a fire which might destroy the other. The Company has also desired for some years to build an elevated structure through the city of Richmond, together with a passenger station, thus adding to the facilities of the Company and avoiding many street crossings and difficult grades. It was fortunate in securing from the city of Richmond valuable concessions and also in closing the contract for the iron structure before the large increase in price which has since taken place. This improvement, when completed, is estimated to cost about $1,500,000, and the saving in expense of operating will be fully equal to the annual charge upon the bonds issued for the cost of this improvement, to say nothing of the greatly needed enlargement of facilities thereby afforded.

The Company is also engaged in the construction of a line of 13 miles along and across the New River and up Piney Creek in West Virginia, to develop additional coal territory naturally tributary to this Company.

It was also decided to build various sections of double track over the mountains and through the coal districts, aggregating about 30 miles, which will practically make a double track of the line from Richmond to the New River coal district, the Company having two lines from Richmond to Clifton Forge. The addition of these 30 miles of double track to the 98 already constructed increase the facilities for doing business upon the most crowded part of the line.

Towards these purposes an issue of $2,000,000 of the Company's 4½% bonds has been authorized, and of this amount $1,000,000 has been sold and the balance is held in the Treasury subject to sale when needed.

The Board has had under consideration for many years past, and it is now prepared to recommend, the construction of a line in West Virginia to drain the territory tributary to the Greenbrier River. Such construction can be most readily done by a separate company, viz.; the Greenbrier Railway Company, of which the capital stock is owned by the Chesapeake & Ohio Railway Company, and, in the opinion of your Board, the necessary means, as needed, can best be provided by a separate issue by the Chesapeake & Ohio Railway Company of not exceeding $3,000,000 4% gold bonds, to be secured by a first mortgage on the Greenbrier Railway Company. A special meeting of the Chesapeake & Ohio stockholders has been called to take action in this matter as required by statute.

The traffic officials of the Company are again commended for their successful work in retaining and increasing the business of the Company against the sharp rivalry of other lines.

The Directors also take pleasure in recording their satisfaction with the continued remarkable success of the transportation department, and the thanks of the Company are given to all officers and employes for their faithful and efficient work.

By order of the Board of Directors.

M. E. INGALLS,
President.

Cincinnati, O., July 28, 1899.

Andrew S. Patterson. Hamilton S. Corwin.
Stuart H. Patterson.

PATTERSON, CORWIN & PATTERSON,
Certified Public Accountants,
Johnston Building—30 Broad Street.
Cable Address "Dignus."

New York, Aug. 9, 1899.

To the Bondholders and Stockholders of the Chesapeake & Ohio Railway Company.

Gentlemen:—We have made a careful examination of the books and accounts of the Chesapeake & Ohio Railway Company for the fiscal year ended June 30th, 1899, and hereby certify that the following Balance Sheet and statement of Profit and Loss Account correctly set forth the financial condition of the Company as of the date June 30th, 1899, and the results of the business of the Company for the fiscal year ended on that date.

In the course of this investigation we have proven the revenue and expense entries on the general books, and have verified the working asset and liability balances by the results of the various auxiliary books.

All other important items and entries have been tested and proven by independent computation and by tracing to original authorized sources.

We have verified the cash balances by comparison with the pass-books and statements of the various banks of deposit, and by actual count of the cash in the office of the Treasurer; and have verified the securities held in the Treasury, either by actual count or by the receipts or statements of the bankers holding them.

PATTERSON, CORWIN & PATTERSON,
Certified Public Accountants.

COMPARATIVE STATEMENT OF EARNINGS AND EXPENSES.

Years Ending 30th June.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.
Earnings—	$	$	$	$	$	$	$	$
Freight	7,284,386 18	7,573,654 61	6,630,201 47	7,304,815 71	7,810,597 73	8,389,373 95	9,262,998 13	9,062,878 92
Passenger	2,144,969 53	2,360,888 71	2,011,977 39	1,847,148 04	1,949,789 56	1,857,897 85	1,954,863 55	2,422,052 59
Mail	148,348 98	207,146 89	236,178 56	236,616 40	250,095 83	266,634 49	321,958 52	322,956 57
Express	109,418 75	118,737 45	100,753 62	113,852 96	115,710 30	113,324 78	133,883 94	153,410 17
Miscellaneous	197,292 61	89,337 40	64,997 87	93,597 50	94,938 00	80,951 74	114,852 91	48,540 90
Total Earnings	9,884,416 05	10,349,765 06	9,044,103 41	9,596,030 61	10,221,131 42	10,708,182 81	11,788,557 05	12,009,839 15
Expenses—								
Maintenance of Way	1,704,769 74	1,439,778 29	1,129,095 72	1,195,903 22	1,396,241 50	1,366,185 42	1,406,704 86	1,527,000 07
" " Equipment	1,518,439 87	1,460,014 74	1,181,890 34	1,327,173 04	1,427,694 42	1,477,268 91	1,593,703 21	1,673,583 34
Conducting Transportation	3,046,015 90	3,039,580 24	2,577,058 17	2,785,756 14	2,939,505 04	3,048,176 27	3,412,199 32	3,246,330 26
General Expenses and Taxes	399,476 51	443,325 46	482,066 45	468,011 85	468,592 21	518,343 13	514,738 75	600,480 38
Traffic "	220,413 09	226,173 49	217,755 22	230,202 77	252,192 59	277,880 38	299,267 88	329,846 80
Newport News & Norfolk Ter'l	357,706 12	355,172 08	292,076 75	295,984 27	317,663 48	439,933 98	598,949 27	487,887 85
Covington & Cincin'ti Bridge	197,669 74	182,786 99	147,185 26	161,496 52	161,163 45	158,981 09	156,743 40	212,255 31
Total Expenses	7,444,490 97	7,146,831 27	6,027,127 91	6,464,527 81	6,963,152 69	7,286,769 18	7,982,306 67	8,077,384 01
Net Earnings	2,439,925 08	3,202,933 79	3,016,980 50	3,131,502 80	3,257,978 73	3,421,413 63	3,806,250 38	3,932,455 14
Prop. Expenses to Earns.	75%	69%	67%	67%	68%	68%	68%	67%

Richmond, Va., July 27th, 1899.

L. F. SULLIVAN, *Comptroller.*

CONDENSED BALANCE SHEET 30TH JUNE, 1899.

ASSETS.

Cost of Road and Equipment, including franchises and ownership in Maysville & Big Sandy RR. Co., Covington & Cincinnati Bridge Co., Elizabethtown Lexington & Big Sandy RR Co., Ohio & Big Sandy RR. Co., and Kentucky & South Atlantic R'y Co	$123,738,888 17	
Richmond Improvements	214,147 98	
K. & F. RR. 1st Mortgage Bonds	100,000 00	
Richmond Elevator	27,970 35	
		$124,081,006 50
Discount on 4½% Bonds sold, *pro rata* proportion of which is chargeable annually to Profit and Loss until maturity of Bonds		981,553 01
Cost of Greenbrier and New River RR.	400,000 00	
Sundry Construction Accounts	312,130 77	
Norfolk Terminal Property (held as security for advances to N. T. & T. Co.)	39,990 59	
		752,121 36
Cost of C. & O. Steamship Securities	706,932 57	
" Sundry Securities in Treasury	789,184 55	
C. & O. 4½% Bonds in Treasury, viz.: Free Bonds $18,000; To be used for new construction, etc., as needed 1,000,000	1,018,000 00	
		2,513,517 12
Special Cash Deposit—Unexpended balance of Construction Fund		747,373 89
Material and Supplies		201,805 89
TOTAL INVESTED ASSETS		$129,277,377 77
Cost of 3,000 freight cars, less amount charged to operating expenses		1,031,934 50
		$130,309,312 27
Cash in hands of Treasurer	968,440 08	
Special Cash deposit to pay Matured Coupons	204,078 23	
Due from Agents and Conductors	261,001 16	
Due from Coal Agencies	420,730 11	
Due from Railways, Current Balances	332,43‹ 86	
Due from Individuals and Companies	535,895 71	
Due from U.S. Gov't, Sundry Accounts	146,201 01	
Due from U.S. Gov't, P.O. Department	572 10	
Bills Receivable	17,097 05	
TOTAL CURRENT ASSETS		2,886,454 31
TOTAL		$133,195,766 58

LIABILITIES.

Capital Stock: First Preferred	$18,500 00	
" Second Preferred	4,000 00	
" Common	€0,513,900 00	
		$60,536,400 00
FUNDED DEBT:		
Five per ct. 1st Con. Mtge. Gold Bonds, due 1939	25,858,000 00	
Four and one-half per ct. Gen'l Mtge. Gold Bonds, due 1992	26,054,000 00	
Six per ct. Series A Gold Bonds, due 1908	2,000,000 00	
Six per ct. Series B (and Scrip) Bonds, due 1908	13,354 17	
Six per ct. Gold Bonds, due 1911	2,000,000 00	
Six per ct Gold Bonds, due 1922	142,‹ 00 00	
Four per ct. 1st Mtge. Gold Bonds, R. & A. Div., due 1989	6,000,000 00	
Four per ct. 2d Mtge. Gold Bonds, R. & A. Div., due 1989	1,000,000 00	
Five per ct. 1st Mtge. Gold Bonds, E. L. & B. S, due 1902	3,007,000 00	
Five per ct. 1st Mtge. Gold Bonds, C. V. branch, due 1940	650,000 00	
Five per ct. 1st Mtge. Gold Bonds W. S. branch, due 1941	4‹ 0,000 00	
Five per ct. 1st Mtge. Bonds, G. & N. R. RR., due 1942	370,000 00	
Eight per ct. Manchester Bonds	45,200 00	
Five per ct. Manchester Bonds	36,000 00	
		67,575,554 17
TOTAL CAPITAL AND FUNDED DEBT		$128,111,954 17
Balance due on purchase of 3,000 freight cars, payable in thirty-six and sixty monthly payments from date of purchase		859,869 50
		$128,971,823 67
Unpaid Coupons, including Coupons due July 1st, 1899	$205,610 73	
Audited Vouchers	433 393 22	
Pay-Roll‹ month of June, 189‹	401,272 05	
Due to Railways, Current Balances	165,049 23	
Due to Individuals and Companies	30,146 57	
Sundry Accounts	104,466 01	
Interest on Funded Debt, accrued, not due	736,425 22	
TOTAL CURRENT LIABILITIES		$2,076,363 03
PROFIT AND LOSS		2,147,579 88
TOTAL		$133,195,766 58

NOTE.—This Company is also liable as guarantor of the Norfolk Terminal & Transportation Co. 1st Mortgage $500,000 00
and the C. & O. Grain Elevator Co. 1st Mortgage $830,00‹ 00

L. F. SULLIVAN, *Comptroller.*

RICHMOND, VA., July 27, 1899.

STATEMENT OF PROFIT AND LOSS ACCOUNT FOR YEAR ENDING 30TH JUNE, 1899.

Balance in Account 1st July, 1898		$1,441,449 25
Gross Earnings from Operation	$12,009,839 15	
Less Expenses and Taxes	8,077,384 01	
Net Earnings fr mOperation	$3,932,455 14	
Income from other sources	100,157 75	
	$4,032,612 89	
Less Rental Joint Tracks	122,950 44	
Total Available Income	$3,909,662 45	
Brought forward	$3,909,662 45	$1,441,449 25
From which deduct:		
Interest on Funded Debt	$3,133,097 25	
Interest, Discount and Exchange	35,243 28	
Loss on C. & O. Grain Elevator	10,877 26	
Annual *pro rata* proportion of Discount on Bonds	10,669 05	
Sundry Accounts written off	13,644 98	
Total Deductions	3,203,531 82	
Net Profit after deducting all charges		706,130 63
Balance to Credit 30th June, 1899		$2,147,579 88

L. F. SULLIVAN, *Comptroller.*

RICHMOND, VA., July 27th, 1899.

Northwestern Power & Transportation Co.—*Incorporated.*—This transportation company has been incorporated at Trenton, N. J. Capital stock, $500,000. Office, 103 East Front St., Plainfield, N. J. Incorporators: Francis A. Cokefair, Clarence L. Murphy, Francis J. Blatz, of Plainfield.

Republic Iron & Steel Company.—*Acquisition Effected.*—The company, we learn, has consummated its purchase of the Union Steel Co. of Alexandria, Ind. The property was sold at receivers' sale on June 14, and bid in for $500,120 by Thomas D. Wright.

Stock Outstanding.—The company has increased its outstanding capital stock, the common from $27,000,000 to $27,757,000 and the preferred from $20,500,0 0 to $21,257,000.

Reported Purchase.—A company, believed to be the Republic Iron & Steel Co., has purchased a large Bessemer mine in the Messaba Range, at the village of Eveleth, 50 miles north of Duluth.—V. 68, p. 1227.

Republic Iron Co.—*Option at $30.*—The stockholders are asked by the directors to give an option sale on their holdings at $30 a share. President W. D. Reis, G. W. R. Matteson, of Providence, and W. F. Dummer, of Chicago, are the committee having the sale in charge. A majority interest must assent by Aug. 21. The capital stock is $2,500,000 in $25 shares.

Standard Rope & Twine Co.—*President Travers Retires.*—Vincent P. Travers retired from the presidency on Aug. 1, because the duties of the office required too much of his time. He reports the company in good condition.—V. 67, p. 840.

Susquehanna Iron & Steel Co.—New Haven Iron & Steel Co.—*Common Control.*—The New Haven, Conn., Rolling Mill, having been purchased for a price said to be $400,000 by parties interested in the Susquehanna Iron & Steel Co, has been re-incorporated in New Jersey as the New Haven Iron & Steel Co. The capital stock is $500,000, all common, and was largely over subscribed at $5 per share, full paid. The officers are:

President, C. C. Kauffman, heretofore General Manager of the Columbia Iron Co.; Vice-President, Colonel A. Loudon Snowden; Secretary and Treasurer, C. K. Crossan; General Manager, J. E. Schall, now Secretary and Treasurer of the Susquehana Iron Co.; Directors, Charles A. Porter, C. C. Kauffman, John B. Peddle, Dr. L. S. Filbert, Charles A. Porter, Jr., and W. C. Martin.

The capital stock of the New Haven Iron & Steel Co. has been admitted to dealings in the unlisted department of the Philadelphia Stock Exchange.—V. 69, p. 132.

Tennessee Phosphate Co.—*Mortgage for $1,000,000.*—This company, of Columbia, Tenn., has filed a mortgage for $1,000,000, of which, it is said, $650,000 will be reserved for the purchase of new properties.

United States Bobbin & Shuttle Co.—*Directors.*—The directors are as follows:

H. Martin Brown, William H Perry and Cyrus P. Brown, of Providence; Walter L. Parker and E. F. Coburn, Lawrence, Mass.; James F. Baldwin and Luther C. Baldwin, Manchester, N. H.; M. B. Hanford, of New Jersey, and George Seibert, of New York.—V. 69, p. 286.

United States Leather Co.—*Reports Regarding Possible Stock Adjustment.*—The company's common stock has been a feature of the market the past week on rumors as to plans for a discharge of the accumulated dividends on the 8 per cent preferred stock. These dividends on July 1 amounted to about 30¾ per cent, or, say, $18,900,000. One plan which, it is said, the directors may consider at their meeting on the 22d inst. is to do away with the cumulative provision of the preference shares and in return for this concession and for the past-due dividends to give the preferred stockholders 10 per cent in scrip bearing 4 per cent interest and running twenty years. It is claimed that the company is doing an unusually profitable business. The dividends on the preferred stock have been at the rate of 5 per cent per annum since April 1, 1898.—V. 68, p. 377.

United States Worsted Co.—*Progress of Consolidation.*—A charter was issued on Thursday to the Pennsylvania Worsted Spinning Co., the concern which, it is understood, will take title to the Pennsylvania properties to be controlled by the United States Worsted Co. The Audit Company of this city is examining the books of the old concerns. The promoters are: Frederick C. Coffin and S. Walker Janes, both of Boston. Stoddard Haserick Richards & Co., wool bankers of 152 Congress St., Boston, and F. S. Smithers & Co., of this city, as well as Hampton L. Carson of Philadelphia, are more or less identified with the movement.—V. 69, p. 29.

Universal Fuel Co.—*Incorporated.*—This company has been incorporated, with $1,000,000 capital, in New Jersey, to make coke out of cheap grades of Western coal. L. Z. Leiter is President and J. Leiter Vice-President.

The Commercial Times.

COMMERCIAL EPITOME.

Friday Night, August 11, 1899.

As the fall season approaches a renewal of business activity is perceptible in a number of lines of trade. With comparatively few exceptions the run of orders have been well up to the expectations of merchants, resulting in generally healthy conditions, and values have been well maintained. The export demand for the coarser grains has continued of fairly large proportions, but wheat has been comparatively quiet. Some complaint of dry weather has been heard from sections of the cotton belt, but as a rule prospects for the growing crops have continued encouraging. Advices received from the West Indies report an appalling loss of life and much damage to property by a hurricane. Washington advices state that indications are that the production of gold for the current year will show a large increase and that the gain in South Africa will be particularly marked. Advices from London state that the Government has concluded that a gold standard was required for India. It is not believed, however, that placing India on a gold basis will disturb the money market of the world.

Lard on the spot has sold slowly, as the export demand has been light and refiners have been indifferent buyers. Offerings have been moderate and prices have weakened to 5·55c. for prime Western and 5·20c. for prime City. Refined lard has been quiet and easier, closing at 5·80c. for refined for the Continent. Speculation in lard for future delivery has been quiet. Early in the week prices declined under larger receipts of swine and light trade. The close was steady.

DAILY CLOSING PRICES OF LARD FUTURES.

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
August	5·72	5·65	5·57	5·60	5·60	5·60

Pork has had a slightly better sale but at lower prices. The close was steady at $8 75@9 50 for mess, $10 75@11 25 for family and $10 25@11 75 for short clear. Cut meats have been quiet but values have held fairly steady, closing at 5¾@6c. for pickled shoulders, 10½@10¾c. for pickled hams and 6@7c. for pickled bellies, 14@10 lbs. average. Beef has had a limited sale at steady prices at $9 for mess, $9 50@10 00 for packet, $10@11 for family and $13 50@14 for extra India mess in tcs. Tallow has been firm but quiet at 4⅝c. Oleostearine has held steady at 7¼c. for City. Cotton-seed oil has been firm but quiet at 26½c. for prime yellow. Butter has been in only moderate supply and firmer, closing at 15½@19c. for creamery. Cheese has been in moderate demand and steady at 7¾@9¼c. for creamery. Fresh eggs have been in smaller supply and firm at 15½c. for choice Western.

Brazil grades of coffee have been in moderate demand, but the tone has been unsettled, owing to conflicting reports from Santos relative to the existing weather conditions. The crop movement has continued fairly large. Prices have shown no decided change, closing at 5¾c. for Rio No. 7. West India growths have been moderately active and steady, closing at 7¾@8¼c. for good Cucuta. East India growths have been quiet and easy for the low grades. Speculation in the market for contracts has been more active, but for the week prices showed no decided changes. The close was steady.

Following are the final asking prices:

Aug	4·40c.	Nov	4·55c.	March	5·10c.
Sept	4·45c.	Dec	4·90c.	May	5·20c.
Oct	4·50c.	Jan	4·95c.	July	5·30c.

Raw sugars have been in moderate demand; offerings have been light and sales made have been at full values, closing at 4 9-16c. for centrifugal, 96 deg. test, and 4c. for muscovado, 89-deg. test. Refined sugar has been in moderate demand and steady, closing at 5½c. for granulated. Teas steady.

Kentucky tobacco has been quiet but steady. Seed leaf tobacco has been in better demand and firm. Sales for the week included 100 cases 1898 crop, Connecticut seconds and fillers, at 15c.; 300 cases 1898 crop, Big Flats, running, at 20c.; 50 cases 1893 crop, Pennsylvania, Bs and Cs, at 15c.; 50 cases 1897 crop, Pennsylvania broad leaf, heads, at 14c.; 700 cases 1898 crop, Zimmer Spanish, fillers, at 7c.; 100 cases 1897 crop, Zimmer Bs and Cs, at 16c.; 300 cases 1893 crop, Connecticut Havana seed, seconds, at 22c.; 100 cases 1898 crop, Connecticut Havana seed seconds, at 23c.; 400 cases 1898 crop, Connecticut Havana seed, running, at 24c., and 200 cases 1898 crop, Big Flats seconds, at 18c.; also 700 bales Havana at 75@90c in bond.

The market for Straits tin has again turned stronger and prices have advanced on firmer foreign advices. The close, however, was slightly easier under free offerings at 31·25@31·50c. Ingot copper has been in good demand and firm, closing at 18½c. for Lake. Lead has been quiet but steady at 4·60@4 62½c. Spelter has weakened slighly, closing at 5·75@6c. for domestic. Pig iron has been in fair demand and firm at $17 50@21 for domestic.

Refined petroleum has been steady, closing at 7·80c. in bbls., 5·30c. in bulk and 8 80c. in cases. Naphtha steady at 10c. Crude certificates have been steady, closing at $1 27¼; credit balances have been unchanged at $1 27. Spirits turpentine has been sparingly offered and prices have advanced to 50½@51c. Rosins have been steadier, closing at $1 30@1 32½ for common and good strained. Hops have been quiet but steady. Wool has been less active but firmly held.

COTTON.

Friday Night, August 11, 1899.

The Movement of the Crop, as indicated by our telegrams from the South to-night, is given below. For the week ending this evening the total receipts have reached 8,065 bales, against 7,031 bales last week and 7,372 bales the previous week, making the total receipts since the 1st of Sept., 1898, 8,400,252 bales, against 8,619,326 bales for the same period of 1897-8, showing a decrease since Sept. 1, 1898, of 219,084 bales.

Receipts at—	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total.
Galveston	20	60	220	68	71	30	469
Tex. City, &c.	.....	.....	.....	.....	.....	.....	.....
New Orleans	21	1,157	40	.....	537	20	1,775
Mobile	.....	81	.....	5	4	28	118
Pensacola, &c.	.....	.....	.....	.....	.....	500	500
Savannah	230	.....	.....	193	19	50	492
Brunsw'k, &c.	.....	.....	.....	.....	.....	143	143
Charleston	.....	1	.....	.....	2	18	21
Pt. Royal, &c.	.....	.....	.....	.....	.....	.....	.....
Wilmington	.....	.....	2	.....	.....	.....	2
Wash'ton, &c.	.....	.....	.....	.....	.....	.....	.....
Norfolk	115	116	100	420	232	414	1,397
N'p't News, &c.	.....	.....	.....	.....	.....	78	78
New York	.....	.....	.....	.....	18	.....	18
Boston	192	241	222	55	123	55	888
Baltimore	.....	.....	.....	.....	.....	1,976	1,976
Philadel'a, &c.	100	.....	.....	88	.....	.....	188
Tot. this week	678	1,656	584	829	1,006	3,312	8,065

The following shows the week's total receipts, the total since Sept. 1, 1898, and the stock to-night, compared with last year.

Receipts to Aug. 11.	1898-99. This week.	1898-99. Since Sep. 1, 1898.	1897-98. This week.	1897-98. Since Sep. 1, 1897.	Stock. 1899.	Stock. 1898.
Galveston	469	2,299,768	161	1,911,843	7,801	13,652
Tex. C., &c.	.....	76,370	.....	98,068	.....	.....
New Orleans	1,775	2,209,951	1,329	2,680,612	135,586	74,630
Mobile	118	250,023	276	362,924	5,494	3,199
P'sacola, &c.	500	243,577	.....	118,433	.....	.....
Savannah	492	1,081,472	236	1,188,080	6,285	8,552
Br'wick, &c.	143	274,429	.....	269,720	.....	.....
Charleston	21	371,189	405	471,089	5,763	3,581
P. Royal, &c.	.....	23,424	.....	75,877	.....	.....
Wilmington	2	291,693	11	323,703	9,173	5,949
Wash'n, &c.	.....	1,351	.....	1,280	.....	.....
Norfolk	1,397	686,230	619	586,116	24,781	12,930
N'port N., &c	78	34,724	.....	25,602	.....	.....
New York	18	120,487	7	121,201	138,274	80,615
Boston	888	316,606	300	224,103	4,700	5,100
Baltimore	1,976	66,595	87	76,463	6,752	8,850
Philadel, &c.	188	52,363	436	84,212	5,745	11,035
Totals	8,065	8,400,252	3,967	8,619,326	350,354	228,143

In order that comparison may be made with other years, we give below the totals at leading ports for six seasons.

Receipts at—	1899.	1898.	1897.	1896.	1895.	1894.
Galves'n, &c.	469	161	2,436	4,663	288	1,483
New Orleans	1,775	1,329	3,377	9,284	550	3,742
Mobile	118	276	22	133	148	24
Savannah	492	236	95	1,222	167	105
Chas'ton, &c.	21	405	19	113	11	16
Wilm'ton, &c	2	11	12	6	6	15
Norfolk	1,397	619	26	489	39	188
N. News, &c.	78	.....	79	284	30	53
All others	3,713	830	1,330	176	510	1,587
Tot. this wk.	8,065	3,867	7,396	16,370	1,749	7,213
Since Sept. 1	8400,252	8619,326	6692,404	5232,238	7869,576	5931,788

The exports for the week ending this evening reach a total of 18,110 bales, of which 9,140 were to Great Britain, 100 to France and 8,870 to the rest of the Continent. Below are the exports for the week and since Sept. 1, 1898.

Exports from—	Week Ending Aug 11, 1899. Exported to— Great Brit'n.	France	Contin-nent.	Total Week.	From Sept. 1, 1898, to Aug. 11, 1899. Exported to— Great Britain.	France	Contin-nent.	Total.
Galveston	.....	.....	797	797	1,047,001	398,416	549,249	1,994,666
Tex. City, &c.	.....	.....	.....	.....	18,655	.....	13,625	32,310
New Orleans	956	.....	5,005	5,961	842,099	320,921	737,582	1,900,602
Mobile	.....	.....	.....	.....	138,120	.....	29,274	167,394
Pensacola	.....	.....	500	500	97,825	15,149	114,740	227,714
Savannah	.....	.....	.....	.....	51,766	32,216	541,575	625,557
Brunswick	.....	.....	.....	.....	165,284	.....	86,118	251,402
Charleston	.....	.....	.....	.....	78,930	.....	157,210	236,140
Port Royal	.....	.....	.....	.....	21,210	.....	.....	21,210
Wilmington	.....	.....	.....	.....	118,002	.....	142,567	260,569
Norfolk	.....	.....	.....	.....	49,998	.....	30,799	80,797
N'port N., &c	.....	.....	.....	.....	25,596	.....	9,955	35,551
New York	5,599	100	2,032	7,731	310,593	32,772	295,228	638,593
Boston	1,150	.....	.....	1,150	295,231	.....	6,914	402,148
Baltimore	1,435	.....	536	1,971	126,701	1,055	125,743	253,399
Philadelphia	.....	.....	.....	.....	14,243	.....	.....	14,243
San Fran., &c.	.....	.....	.....	.....	14,068	.....	136,799	150,867
Total	9,140	100	8,870	18,110	3,515,355	800,529	2,977,378	7,293,162
Total, 1897-98	3,137	.....	12,957	16,094	3,491,714	813,160	3,159,241	7,464,115

In addition to above exports, our telegrams to-night also give us the following amounts of cotton on shipboard, not cleared, at the ports named. We add similar figures for New York, which are prepared for our special use by Messrs. Lambert & Barrows, Produce Exchange Building.

Aug. 11 at	ON SHIPBOARD, NOT CLEARED FOR—					Leaving stock.
	Great Britain.	France.	Other Foreign	Coast-wise.	Total.	
New Orleans...	1,366	563	9,673	350	11,952	123,631
Galveston.....	2,338	None.	260	7	2,605	5,196
Savannah.....	None.	None.	None.	None.	None.	6,285
Charleston.....	None.	None.	None.	100	100	5,663
Mobile.....	None.	None.	None.	None.	None.	5,494
Norfolk.....	1,500	None.	1,000	7,000	9,500	15,281
New York.....	None.	None.	1,679	None.	1,679	136,595
Other ports....	2,200	None.	800	None.	3,000	23,370
Total 1899...	7,404	563	13,412	7,457	28,836	321,518
Total 1898..	9,840	100	11,722	1,750	23,412	204,731
Total 1897...	550	1,541	5,030	993	8,114	74,053

Speculation in cotton for future delivery has been fairly active and there has been a moderate advance in prices. The principal strengthening feature has been less favorable crop accounts from the South, advices received, particularly from Texas, stating that the crop was suffering from lack of moisture; this, together with the healthy condition of the cotton goods trade and the large consumption requirements, induce buying by local operators and outsiders for investment account. There also has been some buying by New Orleans and Liverpool operators to cover contracts. On Thursday the monthly Bureau report was received, and it placed the condition rather below expectations, which had a tendency to further stimulate the outside demand. New Orleans, however, was a seller at the advance, and foreign markets were slow to follow the rise in values, as it is claimed that the crop is not in a critical condition and that with rains within the next week or ten days no serious damage will result from the present dry spell. To-day the market showed a decidedly stronger tone, particularly during the morning session. Foreign markets, which earlier in the week were slow to respond to the improvement locally, came decidedly higher, and there was considerable buying to cover short sales. The continued dry weather in the cotton belt was the principal strengthening feature. During the afternoon there was some reaction from top prices under realizing sales, prompted by rains east of the Mississippi River. The close was steady at a net advance for the day of 14@16 points. Cotton on the spot has been in fair demand and higher; prices advanced 1-16c. Tuesday, 1-16c. Wednesday, 1/8c. Thursday and 1/8c. to-day, closing at 6 1/2c. for middling uplands.

The rates on and off middling, as established Nov. 16, 1898, by the Revision Committee, at which grades other than middling may be delivered on contract, are as follows.

Fair	c. 1 1/4 on	Good Ordinary	c. 1 11/16 off
Middling Fair	7/8 on	Good Middling Tinged	Even
Strict Good Middling	1/2 on	Strict Middling Stained	7/32 off
Good Middling	3/8 on	Middling Stained	7/16 off
Strict Low Middling	3/16 off	Strict Low Mid. Stained	1 off
Low Middling	7/16 off	Low Middling Stained	1 3/8 off
Strict Good Ordinary	3/4 off		

On this basis the official prices for a few of the grades for the past week—Aug. 5 to Aug. 11—would be as follows.

UPLANDS.	Sat.	Mon	Tues	Wed	Th.	Fri.
Good Ordinary	5 11/16	5 11/16	5 1/2	5 5/8	5 5/16	5 7/16
Low Middling	5 11/16	5 11/16	5 3/4	5 13/16	5 15/16	6 1/16
Middling	6 1/8	6 1/2	6 3/16	6 1/4	6 3/8	6 1/2
Good Middling	6 1/2	6 1/2	6 9/16	6 5/8	6 3/4	6 7/8
Middling Fair	7	7	7 1/16	7 1/8	7 1/4	7 3/8
GULF.	Sat.	Mon	Tues	Wed	Th.	Fri.
Good Ordinary	5 5/16	5 5/16	5 3/8	5 7/16	5 9/16	5 11/16
Low Middling	5 15/16	5 15/16	6	6 1/16	6 3/16	6 5/16
Middling	6 3/8	6 3/8	6 7/16	6 1/2	6 5/8	6 3/4
Good Middling	6 3/4	6 3/4	6 13/16	6 7/8	7	7 1/8
Middling Fair	7 1/4	7 1/4	7 5/16	7 3/8	7 1/2	7 5/8
STAINED.	Sat.	Mon	Tues	Wed	Th.	Fri.
Low Middling	4 3/4	4 3/4	4 13/16	4 7/8	5	5 1/8
Middling	5 11/16	5 11/16	5 3/4	5 13/16	5 15/16	6 1/16
Strict Middling	5 29/32	5 29/32	5 31/32	6 1/32	6 5/32	6 9/32
Good Middling Tinged	6 1/8	6 1/8	6 3/16	6 1/4	6 3/8	6 1/2

The quotations for middling upland at New York on Aug. 11 for each of the past 32 years have been as follows.

1899	c. 6 1/2	1891	c. 8 3/8	1883	c. 10 1/4	1875	c. 14 3/8
1898	6 1/16	1890	12 1/4	1882	13	1874	17
1897	8	1889	11 5/16	1881	12	1873	20
1896	8 1/1	1888	11 5/16	1880	11 9/16	1872	21 3/4
1895	7 3/16	1887	9 3/4	1879	11 1/8	1871	19
1894	6 15/16	1886	9 1/8	1878	12	1870	19 1/2
1893	7 11/16	1885	10 1/8	1877	11 1/2	1869	33 1/8
1892	7 1/4	1884	10 13/16	1876	12 5/16	1868	29 1/2

MARKET AND SALES.

	Spot Market Closed.	Futures Market Closed.	Sales of Spot & Contract			
			Export.	Consump.	Contract.	Total.
Saturday	Quiet	Dull	1,675	289	....	1,964
Monday	Steady	Steady	....	206	....	206
Tuesday	Quiet at 1/16 adv.	Steady	....	195	....	195
Wednesday	Quiet at 1/16 adv.	Steady	....	100	....	100
Thursday	Quiet at 1/8 adv.	B'rly steady.	....	113	....	113
Friday	Quiet at 1/8 adv.	Very steady.	....	....	....	....
Total			1,675	903	....	2,578

FUTURES.—The highest, lowest and closing prices of Futures at New York are shown in the following table.

Aug. 5 to Aug. 11	Saturday.	Monday.	Tuesday.	Wednesday.	Thursday.	Friday.	Week
AUGUST—							
Range	5 53@ —	5 56@ —	5 58@ 5 60	5 63@ 5 73	5 69@ 5 73	5 82@ 5 93	5 53@ 5 93
Closing	5 53— 5 54	5 56— 5 57	5 60— 5 61	5 72— 5 73	5 75— 5 77	5 91— 5 93	— —
SEPTEMBER—							
Closing	— @ —	— @ —	— @ —	— @ —	— @ —	— @ —	— @ —
OCTOBER—							
Range	5 70@ 5 72	5 71@ 5 75	5 75@ 5 80	5 80@ 5 86	5 87@ 5 90	5 99@ 6 00	5 70@ 6 16
Closing	5 69— 5 70	5 73— 5 74	5 78— 5 79	5 84— 5 85	5 90— 5 91	6 00— 6 01	— —
NOVEMBER—							
Range	— @ —	5 75@ 5 78	5 79@ 5 85	5 86@ 6 01	5 92@ 6 04	6 04@ 6 26	5 75@ 6 26
Closing	5 74— 5 75	5 77— 5 78	5 83— 5 84	5 94— 5 95	6 02— 6 03	6 15— 6 16	— —
DECEMBER—							
Range	— @ —	5 80@ 5 83	5 82@ 5 89	5 92@ 6 06	5 97@ 6 08	6 09@ 6 25	5 79@ 6 25
Closing	5 75— 5 76	5 82— 5 83	5 88— —	5 99— 6 00	6 07— 6 08	6 20— 6 21	— —
JANUARY—							
Range	5 78@ 5 81	5 80@ 5 83	5 83@ 5 89	5 92@ 6 06	5 97@ 6 08	6 09@ 6 25	5 78@ 6 25
Closing	5 79— 5 80	5 82— 5 83	5 88— —	5 99— 6 00	6 07— 6 08	6 20— 6 21	— —
FEBRUARY—							
Range	5 82@ 5 85	5 84@ 5 87	5 87@ 5 94	5 97@ 6 11	6 02@ 6 13	6 14@ 6 31	5 82@ 6 31
Closing	5 83— 5 84	5 86— 5 87	5 92— 5 93	6 04— 6 05	6 11— —	6 24— 6 25	— —
MARCH—							
Range	— @ —	5 89@ 5 90	5 90@ 5 98	— @ —	6 07@ 6 09	6 19@ 6 28	5 89@ 6 28
Closing	5 85— 5 86	5 90— 5 92	5 96— 5 98	6 07— 6 09	6 13— 6 14	6 27— 6 29	— —
APRIL—							
Range	— @ —	5 93@ 5 94	5 98@ 6 01	6 05@ 6 16	6 09@ 6 20	6 21@ C 38	5 93@ 6 38
Closing	5 89— 5 90	5 94— —	5 99— 6 00	6 11— 6 12	6 17— 6 18	6 31— 6 32	— —
MAY—							
Range	5 92@ 5 96	5 97@ 6 00	6 02@ 6 04	6 14@ 6 20	6 19@ —	6 31@ 6 36	5 99@ 6 36
Closing	5 93— 5 94	5 99— 6 00	6 02— 6 03	6 14— 6 16	6 20— 6 22	6 34— 6 36	— —
JUNE—							
Range	5 97@ 5 98	6 01@ —	6 02@ 6 08	6 12@ 6 25	6 15@ 6 27	6 29@ 6 43	5 97@ 6 43
Closing	5 96— 5 97	6 01— 6 02	6 07— —	6 18— 6 19	6 24— 6 25	6 38— 6 39	— —
JULY—							
Range	— @ —	6 04@ —	6 10@ 6 12	6 20@ 6 23	6 27@ 6 30	6 41@ 6 42	6 04@ 6 41
Closing	5 98— 5 99	— —	— —	6 21— 6 23	6 29— —	6 41— 6 42	— —

THE VISIBLE SUPPLY OF COTTON to-night, as made up by cable and telegraph, is as follows. Continental stocks, as well as those for Great Britain and the afloat, are this week's returns, and consequently all European figures are brought down to Thursday evening. But to make the total the complete figures for to-night (Aug. 11), we add the item of exports from the United States, including in it the exports of Friday only.

	1899.	1898.	1897.	1896.
Stock at Liverpool.....bales.	1,016,000	875,000	616,000	582,000
Stock at London.....	8,000	5,000	6,000	10,000
Total Great Britain stock.	1,024,000	880,000	622,000	592,000
Stock at Hamburg.....	32,000	20,000	24,000	31,000
Stock at Bremen.....	213,000	187,000	99,000	115,000
Stock at Amsterdam.....	2,000	1,000	2,000	7,000
Stock at Rotterdam.....	200	200	200	200
Stock at Antwerp.....	4,000	5,000	3,000	8,000
Stock at Havre.....	182,000	165,000	113,000	170,000
Stock at Marseilles.....	6,000	4,000	5,000	6,000
Stock at Barcelona.....	87,000	62,000	70,000	68,000
Stock at Genoa.....	49,000	28,000	35,000	39,000
Stock at Trieste.....	25,000	19,000	19,000	40,000
Total Continental stocks.	601,200	491,200	369,200	484,200
Total European stocks....	1,625,200	1,371,300	991,200	1,074,200
India cotton afloat for Europe	39,000	50,000	22,000	34,000
Amer. cotton afloat for E'rope.	73,000	73,000	17,000	52,000
Egypt, Brazil, &c., aflt. for E'pe	14,000	28,000	18,000	11,000
Stock in United States ports..	350,354	228,143	82,167	137,436
Stock in U. S. interior towns..	227,402	115,541	31,084	76,547
United States exports to-day..	4,367	1,001	430	990
Total visible supply.....	2,333,323	1,866,985	1,161,861	1,386,173
Of the above, totals of American and other descriptions are as follows:				
American—				
Liverpool stock.....bales.	935,000	789,000	502,000	449,000
Continental stocks.....	528,000	434,000	288,000	359,000
American afloat for Europe...	73,000	73,000	17,000	52,000
United States stock.....	350,354	228,143	82,167	137,436
United States interior stocks.	227,402	115,541	31,084	76,547
United States exports to-day..	4,367	1,001	430	990
Total American.....	2,118,123	1,640,685	920,661	1,074,973
East Indian, Brazil, &c.—				
Liverpool stock.....	81,000	86,000	114,000	133,000
London stock.....	8,000	5,000	6,000	10,000
Continental stocks.....	73,200	57,300	81,200	123,200
India afloat for Europe.....	39,000	50,000	22,000	34,000
Egypt, Brazil, &c., afloat.....	14,000	28,000	18,000	11,000
Total East India, &c.....	215,200	226,300	241,200	311,200
Total American.....	2,118,123	1,640,685	920,661	1,074,973
Total visible supply.....	2,333,323	1,866,985	1,161,861	1,386,173
Middling Upland, Liverpool..	3 5/32d.	3 1/2d.	4 7/32d.	4 15/32d.
Middling Upland, New York..	6 1/2c.	6 1/16c.	8c.	8 3/16c.
Egypt Good Brown, Liverpool	5 5/8d.	4 7/16d.	5 5/16d.	6 5/16d.
Peruv. Rough Good, Liverpool	6 5/8d.	6 5/8d.	6 1/4d.	6 1/2d.
Broach Fine, Liverpool.....	3 9/16d.	3 5/16d.	4 5/32d.	4 5/32d.
Tinnevelly Good, Liverpool...	3 5/16d.	3 5/16d.	4 27/32d.	4 1/16d.

☞ The imports into Continental ports the past week have been 49,000 bales.

The above figures indicate an *increase* in the cotton in sight to-night of 466,338 bales as compared with the same date of 1898, a gain of 1,171,462 bales over the corresponding date of 1897 and an excess of 947,150 bales over 1896.

AT THE INTERIOR TOWNS the movement—that is the receipts or the week and since September 1, the shipmente for the week and the stocks to-night, and the same items for the corresponding period of 1897-98—is set out in detail below.

TOWNS.		Movement to August 11, 1899. Receipts. This week.	Receipts. Since Sept. 1,'98.	Shipm'ts This week.	Stock Aug. 11.	Movement to August 12, 1898. Receipts. This week.	Receipts. Since Sept. 1,'97.	Shipm'ts This week.	Stock Aug. 12.
Eufaula,	ALABAMA...	2	17,527	5	400	......	21,905	......	430
Montgomery,	" ..	43	166,616	22	2,036	27	161,231	37	1,384
Selma,	" ...	15	85,860	19	1,569	37	86,055	29	510
Helena,	ARKANSAS..	4	81,559	14	1,333	3	86,4'8	3	1,512
Little Rock,	" ...	266	190,395	25	14,512	24	202,565	414	4,182
Albany,	GEORGIA ...	18	30,626	......	1,813	17	39,446	......	1,396
Athens,	" ...	......	77,769	......	5,019	44	89,799	66	493
Atlanta,	" ...	......	150,481	......	250	25	207,577	82	72
Augusta,	" ...	58	297,116	65	7,801	206	371,182	2,157	4,940
Columbus,	" ...	5	59,949	153	6,165	21	64,856	107	1,814
Macon,	" ...	......	53,843	......	2,051	......	72,183	......	3,862
Rome,	" ...	12	55,556	161	1,"01	8	65,453	127	1,395
Louisville, net	KENTUCKY.	......	6,900	3	553	16	8.928	......	321
Shreveport,	LOUISIANA	102	251,807	......	9,358	139	158,128	632	5,369
Columbus,	MISSISSIPPI.	11	65,671	......	571	12	59,576	......	435
Greenville,	" ...	......	71,463	300	4,9 0	......	88,593	100	815
Meridian,	" ...	70	41,583	......	2,405	25	40,856	......	3,610
Natchez,	" ...	37	53,154	17	4,330	19	85,986	300	4,786
Vicksburg,	" ...	......	69,857	207	4,005	5	93,694	41	5,101
Yazoo City,	" ...	6	57,111	258	3,361	6	97,231	63	1,973
St. Louis,	MISSOURI...	1,210	996,335	2,515	65,196	1,212	894,764	2,170	30,373
Charlotte,	N.CAROLINA	89	29,744	89	......	115	26.310	115	......
Raleigh,	" ...	42	21,613	63	494	197	26,930	186	529
Cincinnati,	OHIO........	1,587	346,336	1,659	6,713	1,024	286,480	1,234	10,517
Greenwood,	S. CAROLINA	......	15,420	......	......	30	16,451	30	......
Memphis,	TENNESSEE..	946	781,344	3,747	65 709	563	688,872	58	22,259
Nashville,	" ...	395	38,193	315	1,635	555	38,397	758	1,132
Brenham,	TEXAS.......	503	86,778	17	932	29	51,163	51	545
Dallas,	" ...	......	83,593	......	22	......	123,355	......	33
Houston,	" ...	1,452	2,465,681	350	11,960	1,617	1,752,020	1,552	5,753
Paris,	" ...	......	84,141	......	......	......	89,539	......	......
Total 31 towns.......		6,873	6,836,041	10,084	227,402	5 976	6,096.502	10,292	115,541

The above totals show that the interior stocks have *decreased* during the week 3,211 bales, and are to-night 111,861 bales *more* than at same period last year. The receipts at all towns have been 897 bales *more* than same week last year.

OVERLAND MOVEMENT FOR THE WEEK AND SINCE SEPT. 1.—We give below a statement showing the overland movement for the week and since Sept. 1, as made up from telegraphic reports Friday night. The results for the week ending Aug. 11 and since Sept. 1 in the last two years are as follows.

August 11	1898-99. Week.	1898-99. Since Sept. 1.	1897-98. Week.	1897-98. Since Sept. 1.
Shipped—				
Via St. Louis........	2,515	913,341	2,170	869.605
Via Cairo.......	384	407,564	1,234	394,476
Via Parker	......	......	......	32,681
Via Rock Island.............	......	42,967	19	46,941
Via Louisville....	2,783	210,450	....	132,811
Via Cincinnati.......	107	179,824	17	154,781
Via other routes, &c....	1,629	240,187	2,061	198,558
Total gross overland.........	7,418	2,024,333	5,501	1,829,853
Deduct shipments—				
Overland to N. Y., Boston, &c.	3,070	556,051	830	505,979
Between interior towns.........	186	50,932	397	40,385
Inland, &c., from South.........	1,723	105,008	913	56,688
Total to be deducted....	4,979	711,991	2,140	603,052
Leaving total net overland*.	2,439	1,312,342	3,361	1,226,801

* Including movement by rail to Canada.

The foregoing shows that the week's net overland movement this year has been 2,439 bales, against 3,361 bales for the week in 1898, and that for the season to date the aggregate net overland exhibits an excess over a year ago of 85,511 bales.

In Sight and Spinners' Takings.	1898-99. Week.	1898-99. Since Sept. 1.	1897-98. Week.	1897-98. Since Sept. 1.
Receipts at ports to Aug. 11....	8,065	8,400,252	3,867	8,619,326
Net overland to Aug. 11...	2,439	1,312,342	3,361	1,226,801
Southern consumption to Aug.11	26,000	1,284,000	21,000	1,077,000
Total marketed..............	36,504	10996594	28,228	10923127
Interior stocks in excess	*3,211	123,283	*4,316	70.465
Came into sight during week.	33,293	... .	23,912	....
Total in sight Aug. 11.......	......	11119877	......	10993592
North'n spinners tak'gs to Aug.11	9,193	2,239.572	9,065	2.184,356

* Decrease during week.

It will be seen by the above that there has come into sight during the week 33,293 bales, against 23,912 bales for the same week of 1898, and that the increase in amount in sight to-night as compared with last year is 126,285 bales.

QUOTATIONS FOR MIDDLING COTTON AT OTHER MARKETS.—Below are closing quotations of middling cotton at Southern and other principal cotton markets for each day of the week.

Week ending Aug. 11	CLOSING QUOTATIONS FOR MIDDLING COTTON ON— *Satur.*	*Mon.*	*Tues.*	*Wednes.*	*Thurs.*	*Fri.*
Galveston...	5⅞	5⅞	5⅞	5⅞	5⅞	5 15/16
New Orleans	5¾	5¾	5¾	5¾	5¾	5 13/16
Mobile	5 11/16	5 11/16	5 11/16	5 11/16	5 11/16	5 11/16
Savannah...	5⅝	5⅝	5⅝	5⅝	5 11/16	5 11/16
Charleston..	......	......	......	......	......	......
Wilmington.	5⅞	5⅞	5⅞	5⅞	5⅞	5⅞
Norfolk	5 15/16	5 15/16	5 15/16	6	6	6⅛
Boston..	6⅛	6⅛	6⅛	6 3/16	6¼	6⅜
Baltimore ..	6⅜	6⅜	6⅜	6⅜	6⅜	6½
Philadelphia	6⅜	6⅜	6 7/16	6½	6⅝	6¾
Augusta.....	6¼	6¼	6¼	6¼	6¼	6⅜
Memphis....	5¾	5¾	5¾	5¾	5¾	5 13/16
St. Louis....	5¾	5¾	5¾	5 13/16	5 13/16	5 15/16
Houston.....	5 13/16	5 13/16	5 13/16	5 13/16	5 13/16	5⅞
Cincinnati ..	5¾	5¾	5¾	5¾	5¾	5¾
Louisville...	5⅞	5⅞	5⅞	5⅞	5⅞	5⅞

The closing quotations to-day (Friday) at other important Southern markets were as follows.

Athens.........	6⅛	Columbus, Miss	5⅛	Nashville......	5⅝
Atlanta.........	5¾	Eufaula.........	......	Natchez	5⅝
Charlotte	6 3/16	Little Rock....	5⅛	Raleigh	6
Columbus, Ga.	5½	Montgomery...	5½	Shreveport....	5⅜

RECEIPTS FROM THE PLANTATIONS.—The following table indicates the actual movement each week from the plantations. The figures do not include overland receipts nor Southern consumption; they are simply a statement of the weekly movement from the plantations of that part of the crop which finally reaches the market through the outports.

Week Ending—	*Receipts at the Ports* 1899.	1898.	1897.	*St'k at Interior Towns.* 1899.	1898.	1897.	*Rec'pts from Plant'ns* 1899.	1898.	1897.
July 7 ...	20,587	9,959	4.989	273,423	150,394	41.353	7,291	1,825	......
" 14 ..	24,765	9,421	4,415	261,340	145,765	31,937	12,682	4,795	......
" 21 .	15,515	7,862	2,447	248,810	133,384	31,769	2,985	......	......
" 28 ..	7,372	9,728	3,207	237,436	121,674	28,743	......	......	181
Aug. 4 ..	7,031	10,534	4,052	230,613	119,857	28,640	208	8.717	3,949
" 11	8,065	3.867	7,396	227,402	115,541	31,064	4,854	. ....	9,820

The above statement shows: 1.—That the total receipts from the plantations since Sep. 1, 1898, are 8,523.535 bales; in 1897-98 were 8,689,791 bales; in 1896-97 were 6,602,874 bales.

2.—That although the receipts at the outports the past week were 8,065 bales, the actual movement from plantations was 4,854 bales, the balance being taken from stocks at interior towns. Last year receipts from the plantations for the week were —— bales and for 1897 they were 9,820 bales.

WEATHER REPORTS BY TELEGRAPH.—Our advices by telegraph this evening from the South are of a less favorable tenor. Where rain has fallen the precipitation has, as a rule, been light, and in the Southwest dry weather has prevailed. Some improvement is indicated in portions of the Atlantic section as a result of the rain, and reports from a number of other districts are satisfactory. From Texas and Alabama, and from a few points in Georgia, however, advices are to the effect that damage to the crop from rust and shedding is claimed to have occurred. Picking is in progress in some of the earlier districts, and will become general at a number of points next week.

Galveston, Texas.—Reports, as a rule, are somewhat unfavorable. It is claimed that the intense heat has caused shedding and that much damage has occurred the past week. Dry weather has been general during the week and much complaint is made. Locally there has been no rain. Thermometer has averaged 84; highest 88 and lowest 80.

Brenham, Texas.—It has been dry all the week. The thermometer has averaged 85, the highest being 96 and the lowest 74.

Columbia, Texas.—Dry weather has prevailed all the week. The thermometer has averaged 82, ranging from 73 to 91.

Corpus Christi, Texas.—We have had no rain during the week. The thermometer has ranged from 77 to 87, averaging 83.

Cuero, Texas.—It has been dry all the week. Average thermometer 86, highest 98, lowest 74.

Dallas, Texas.—There has been no rain the past week. The thermometer has averaged 88, the highest being 101 and the lowest 75.

Huntsville, Texas.—We have had dry weather all the week. The thermometer has averaged 86, ranging from 78 to 94.

Luling, Texas.—The weather has been dry the past week. The thermometer has ranged from 74 to 98, averaging 86.

Palestine, Texas.—There has been no rain during the week. Average thermometer 83, highest 93 and lowest 73.

San Antonio, Texas.—Dry weather has prevailed all the week. Minimum temperature 73.

Weatherford, Texas.—The weather has been dry all the week. The thermometer has averaged 88, ranging from 75 to 101.

New Orleans, Louisiana.—There has been rain on two days of the week, the precipitation reaching twenty hundredths of an inch. Average thermometer 85.

Shreveport, Louisiana.—It has been dry all the week. The thermometer has averaged 88, the highest being 104 and the lowest 74.

Columbus, Mississippi.—There has been rain on two days of the week, the precipitation being eighty-five hundredths of an inch. The thermometer has averaged 86, ranging from 74 to 100.

Little Rock, Arkansas.—Dry weather has prevailed all the week. The thermometer has averaged 86, ranging from 73 to 99.

Helena, Arkansas.—Crops are in good condition. We have had light rain on two days of the week, the rainfall reaching forty-nine hundredths of an inch. The thermometer has ranged from 75 to 96, averaging 84·5.

Memphis, Tennessee.—Crop reports continue favorable. Rainfall for the week thirty eight hundredths of an inch on two days. Weather hot. Average thermometer 84·4, highest 95 and lowest 73·2.

Nashville, Tennessee.—There has been rain during the week, the precipitation reaching one inch and thirty-five hundredths. The thermometer has averaged 82, the highest being 96 and the lowest 70.

Mobile, Alabama.—Crop reports are not favorable. Rust and shedding are generally reported. Picking has commenced in some localities. There has been rain on one day of the past week to the extent of forty hundredths of an inch. The thermometer has averaged 84, ranging from 71 to 97.

Montgomery, Alabama.—Cotton is spotted, In some sections it is in good condition and opening rapidly, while in others shedding is reported. The intense heat and dry weather is claimed to be doing damage. Our first new bale arrived on the 3d and another came in yesterday. They both classed strict middling. Picking will be almost general next week. Dry all the week. The thermometer has ranged from 73 to 97, averaging 85.

Selma, Alabama.—It is claimed that high temperature, rust and shedding have materially affected the outlook for cotton in this vicinity. There has been no rain during the week. Average thermometer 87, highest 101, lowest 73.

Madison, Florida.—We have had rain on four days of the past week, to the extent of one inch. The thermometer has averaged 86, the highest being 97 and the lowest 74.

Savannah, Georgia.—There has been rain on four days of the week, the precipitation being sixty-three hundredths of an inch. The thermometer has averaged 87, ranging from 76 to 100.

Augusta, Georgia.—We have had heavy rain on one day of the week, the rainfall reaching two inches and fourteen hundredths. The thermometer has ranged from 71 to 98, averaging 85.

Charleston, South Carolina.—Rain has fallen on four days of the week, to the extent of six hundredths of an inch. Average thermometer 87, highest 100, lowest 76.

Statesburg, South Carolina.—There has been refreshing rain on two days of the week, the precipitation reaching one inch and eighty-nine hundredths, but at some neighboring places not near so much has fallen. The thermometer has averaged 85, the highest being 102 and the lowest 72.

Greenwood, South Carolina.—There has been rain on three days during the week, the precipitation being fifty-eight hundredths of an inch. The thermometer has ranged from 72 to 97, averaging 84.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 8 o'clock August 10, 1899, and August 11, 1898.

	Aug. 10, '99.	*Aug. 11, '98.*
	Feet.	*Feet.*
New Orleans.....Above zero of gauge	5·1	4·9
Memphis.....Above zero of gauge	9·7	11·7
Nashville.....Above zero of gauge	3·5	24·4
Shreveport.....Above zero of gauge	7 3	6·7
Vicksburg.....Above zero of gauge	16·5	17·6

INDIA COTTON MOVEMENT FROM ALL PORTS.—The receipts of cotton at Bombay and the shipments from all India ports for the week ending Aug. 10, and for the season from Sept. 1 to Aug. 10 for three years have been as follows:

Receipts at	1898-99.		1897-98.		1896-97.	
	Week.	*Since Sept. 1.*	*Week.*	*Since Sept. 1.*	*Week.*	*Since Sept. 1.*
Bombay.....	12,000	2,041,000	5,000	1,787,000	9,000	1,603,000

Exports from—	*For the Week.*			*Since September 1.*		
	Great Britain.	*Continent.*	*Total.*	*Great Britain.*	*Continent.*	*Total.*
Bombay—						
1898-99..	.....	3,000	3,000	15,000	528,000	543,000
1897-98..	.....	6,000	6,000	14,000	442,000	456,000
1896-97..	.....	.....	.....	32,000	560,000	592,000
Calcutta—						
1898-99..	3,000	2,000	5,000	5,000	31,000	36,000
1897-98..	.....	4,000	4,000	4,000	31,000	35,000
1896-97..	1,000	3,000	4,000	8,000	72,000	80,000
Madras—						
1898-99..	.....	.....	.....	2,000	17,000	19,000
1897-98..	.....	1,000	1,000	2,000	5,000	7,000
1896-97..	.....	2,000	2,000	8,000	18,000	26,000
All others—						
1898-99..	3,000	2,000	5,000	10,000	118,000	128,000
1897-98..	2,000	3,000	5,000	15,000	124,000	139,000
1896-97..	1,000	6,000	7,000	29,000	128,000	157,000
Total all—						
1898-99..	6,000	7,000	13,000	32,000	694,000	726,000
1897-98	2,000	14,000	16,000	35,000	602,000	637,000
1896-97..	2,000	11,000	13,000	77,000	778,000	855,000

According to the foregoing, Bombay appears to show an *increase* compared with last year in the week's receipts of 7,000 bales. Exports from all India ports record a loss of 3,000 bales during the week and since September 1 show an excess of 89,000 bales.

ALEXANDRIA RECEIPTS AND SHIPMENTS OF COTTON.—Through arrangements we made with Messrs. Davis, Benachi & Co., of Liverpool and Alexandria, we now receive a weekly cable of the movements of cotton at Alexandria, Egypt. The following are the receipts and shipments for the past week and for the corresponding week of the previous two years.

Alexandria, Egypt, August 9	1898-99.		1897-98.		1896-97.	
Receipts (cantars*)...						1,000
This week.....	.....		.....			
Since Sept. 1.....	5,580,000		6,514,000		5,793,000	
	This week.	*Since Sept. 1.*	*This week.*	*Since Sept. 1.*	*This week.*	*Since Sept. 1.*
Exports (bales)—						
To Liverpool.....	2,000	335,000	2,000	346,000	2,000	336,000
To Continent†.....	6,000	377,000	16,000	475,000	9,000	399,000
Total Europe.....	8,000	712,000	18,000	821,000	11,000	735,000

* A cantar is 98 pounds.

† Of which to America in 1898-99, 50,691 bales; in 1897-98, 52,863 bales; in 1896-97, 50,495 bales.

This statement shows that the receipts for the week ending Aug. 9 were —— cantars and the shipments to all Europe 8,000 bales.

MANCHESTER MARKET.—Our report received by cable to-night from Manchester states that the market is firm for yarns and strong for shirtings. Manufacturers are generally well under contract. We give the prices for to-day below and leave those for previous weeks of this and last year for comparison.

	1899.				1898.			
	32s Cop. Twist.	*8¼ lbs. Shirtings, common to finest.*		*Cott'n Mid. Upids*	*32s Cop. Twist.*	*8¼ lbs. Shirtings, common to finest.*		*Cott'n Mid. Upids*
	d. d.	s. d.	s. d.	d.	d. d.	s. d.	s. d.	d.
July 7	5 13/16@6 11/16	4 3½@7	1½	3 11/32	5 5/8 @6 1/4	4 1	@8 8	3 7/16
" 14	5 13/16@6 11/16	4 3½@7	1½	3 5/16	5 5/8 @6 9/16	4 1	@8 8	3 15/32
" 21	5 13/16@6 11/16	4 3½@7	1½	3 3/8	5 9/16 @6 7/16	4 0½@8	7½	3 13/32
" 28	5 13/16@6 11/16	4 3½@7	1½	3 3/8	5 9/16 @6 7/16	4 0½@8	7½	3 5/32
Aug. 4	5 13/16@6 11/16	4 @7	2	3 3/8	5 5/8 @6 7/16	4 0½@8	7½	3 15/32
" 11	5 7/8 @6 3/4	4 4½@7	2	3 15/32	5 11/16@6 1/2	4 1	@8	7½	3 3/8

SEA ISLAND COTTON MOVEMENT.—We have received this (Friday) evening by telegraph from the various ports the details of the Sea Island cotton movement for the week. The receipts for the week ending to-night (Aug. 11) and since Sept. 1, 1898, the stocks to-night, and the same items for the corresponding periods of 1897-98, are as follows.

Receipts to Aug. 11	1898-99.		1897-98.		*Stock.*	
	This week.	*Since Sept. 1.*	*This week.*	*Since Sept. 1.*	1899.	1898.
Savannah	2	53,572	1	59,234	57	6,614
Charleston, &c.....	17	5,642	50	9,822	265	1,347
Florida, &c.....	....	8,161	....	6,706	206	172
Total	19	67,375	51	75,762	528	8,133

The exports for the week ending this evening reach a total of —— bales, of which —— bales were to Great Britain, —— to France and —— to Reval, and the amount forwarded to Northern mills has been 22 bales. Below are the exports for the week and since September 1 in 1898-99 and 1897-98.

Exports from—	*Week Ending Aug. 11*			*Since Sept. 1, 1898.*			*North'n Mills.*	
	Great Brit'n.	*Fr'nce &c.*	*Total.*	*Great Brit'n.*	*Fr'nce &c.*	*Total.*	*Week.*	*Since Sept. 1.*
Savannah...	.....	.....	.....	4,949	2,991	7,940	13	29,676
Charl't'n,&c	.....	.....	.....	1,542	.....	1,542	9	1,611
Florida, &c.	.....	.....	.....	200	.....	200	.....	7,984
New York..	.....	.....	.....	14,814	6,014	20,828	.....	.....
Boston.....	.....	.....	.....	1,986	.....	1,986	.....	.....
Balt., &c....	.....	.....	.....	2,754	.....	2,754	.....	.....
Total	.....	.....	.....	26,245	9,005	35,250	22	39,271
Total 1897-8	.....	.....	.....	32,709	8,756	41,465	92	33,250

A considerable portion of the Sea Island cotton shipped to foreign ports goes via New York, and some small amounts via Boston and Baltimore. Instead of including this cotton for the week in which it leaves the Southern outports, we follow the same plan as in our regular table of including it when actually exported from New York, &c. The details of the shipments of Sea Island cotton for the week will be found under the head "Shipping News," on a subsequent page.

Quotations Aug. 11 at Savannah, for Floridas, common, 9c.; medium fine, 10c.; choice, 13c., all nominal.

CHARLESTON'S FIRST BALE.—The first bale of new cotton raised in South Carolina reached Charleston on Monday, August 7, or three days earlier than in 1898. It graded fully middling and came from Fairfax, Barnwell Co. In 1898 the earliest arrival at Charleston was on August 10, in 1897 on August 3, in 1896 on July 30, in 1895 on August 21 and in 1894 on August 15.

FALL RIVER MILL DIVIDENDS.—The satisfactory condition of affairs in the cotton-manufacturing industry is evidenced by the exhibit made by the Fall River mills for the third quarter of the year. Thirty-three of the thirty-seven corporations included in our statement have declared dividends during the third quarter of the year, and the remaining mills are expected to resume dividends shortly. The aggregate amount paid out is greatly in excess of the total for the corresponding period of last year, reaching $318,232, or an average of 1·45 per cent on the capital. In 1898, however, only fourteen mills declared dividends in the third quarter, the average rate of distribution being only fifty-five hundredths of one per cent. In 1897 the average dividend for the third quarter was 0·48 per cent, in 1896 it was 1·26 per cent, in 1895 it was 1·85 per cent, in 1894 it was 1·25 per cent and in 1893 reached 2·01 per cent.

THIRD QUARTER. 1899 and 1898.	Capital.	Dividends 1899. P. C.	Dividends 1899. Amount.	Dividends 1898. P. C.	Dividends 1898. Amount.	Increase or Decrease.
American Linen Co	$800,000	1½	$12,000	No	dividend.	+12,000
Barnaby Manuf'g Co	400,000	1½	6,000	No	dividend.	+6,000
Barnard Manufact'g Co.	495,000	1¼	6,187	No	dividend.	+6,187
Border City Man'f'g Co	1,000,000	1½	15,000	1	$10,000	+5,000
Bourne Mills	400,000	2	8,000	1½	6,000	+2,000
Chace Mills	500,000	1½	7,500	No	dividend.	+7,500
Conanicut Mills	120,000	1½	1,800	No	dividend.	+1,800
Cornell Mills	400,000	2	8,000	1½	6,000	+2,000
Davol Mills	400,000	1½	6,000	1	4,000	+2,000
Flint Mills	580,000	1½	8,700	1	5,800	+2,900
Globe Yarn Mills	1,200,000	1½	18,000	No	dividend.	+18,000
Granite Mills	1,000,000	1½	15,000	No	dividend.	+15,000
Hargraves Mills	800,000	1½	12 000	1½	12,000	.....
Kerr Thread Co	800,000	No	dividend.	No	dividend.	.....
King Philip Mills	1,000,000	1½	15,000	1½	15,000	.....
Laurel Lake Mills	800,000	1¼	3,750	No	dividend.	+3,750
Mechanics' Mills	750,000	1¼	9,375	No	dividend.	+9,375
Merchants' Manufac'g Co.	800,000	No	dividend.	No	dividend.	.....
Metacomet Man'f'g Co	288,000	No	dividend.	No	dividend.	.....
Narraganaett Mills	400,000	1½	6,000	No	dividend.	+6,000
Osborn Mills	600,000	1½	9,000	No	dividend.	+9,000
Parker Mill	500,000	1½	7,500	1¼	6,250	+1,250
Pocasset Manufact'g Co.	600,000	1½	9,000	No	dividend.	+9,000
Richard Borden M'f'g Co.	800,000	2	16,000	1	8,000	+8,000
Robeson Mills	78,000	1½	1,170	No	dividend.	+1,170
Sagamore Mfg. Co	900,000	1½	13,500	No	dividend.	+13,500
Sanford Spinning Co	500,000	2	10,00	1	5,000	+5,000
Seaconnet Mills	600,000	1½	9,000	No	dividend.	+9,000
Shove Mills	550,000	1	5,500	No	dividend.	+5,500
Slade Mills	247,500	No	dividend.	No	dividend.	.....
Stafford Mills	1,000,000	2	20,000	1	10,000	+10,000
Stevens Manufactur'g Co.	250,000	2	5,000	2	5 000	.....
Tecumseh Mills	500,000	1½	7,500	No	dividend.	+7,500
Troy Cot. & W. Mfg. Co	300,000	5	15,000	1½	4,500	+10,500
Union Cotton M'f'g Co	750,000	2	15,000	3	22,500	−7,500
Wampanoag Mills	750,000	1½	11,250	No	dividend.	+11,250
Westamoe Mills	550,000	1	5,500	No	dividend.	+5,500
Totals	$21,908,500	1·45	$318,232	0·55	$120,050	+198,182

Combining the foregoing results with those for the half-year (published in the CHRONICLE June 3, page 1088), we have the following exhibit for the nine months. It is seen that on a capitalization of $21,908,500 the mills have paid out in dividends $763,757 in the nine months of the present year, or an average of 3·49 per cent, against $290,675, or 1 33 per cent in the like period of 1898. In 1897 the average dividend was 2·37 per cent, in 1896 it was 4·80 per cent and in 1895 reached 4·80 per cent.

NINE MONTHS. 1899 and 1898.	Capital.	Dividends 1899. P. C.	Dividends 1899. Amount.	Dividends 1898. P. C.	Dividends 1898. Amount.	Increase or Decrease
American Linen Co	$800,000	3	$24,000	1	$8,000	+16,000
Barnaby Manufact'g Co	400,000	4½	18,000	No	dividend.	+18,000
Barnard Manufact'g Co	495,000	1¼	6,187	No	dividend.	+6,187
Border City Manuf'g Co	1,000,000	4	40,000	2	20,000	+20,000
Bourne Mills	400,000	4	16,000	1½	6,000	+10,000
Chace Mills	500,000	4½	22,500	No	dividend.	+22,500
Conanicut Mills	120,000	3½	4,200	No	dividend.	+4,200
Cornell Mills	400,000	5½	22,000	3	12,000	+10,000
Davol Mills	400,000	4	16,000	2	8,000	+8,000
Flint Mills	580,000	4	23,200	1	5,800	+17,400
Globe Yarn Mills	1,200,000	1½	18,000	No	dividend.	+18,000
Granite Mills	1,000,000	4	40,000	1	10,000	+30,000
Hargraves Mills	800,000	4½	36,000	4½	36,000	.....
Kerr Thread Co	800,000	No	dividend.	3	24,000	−24,000
King Philip Mills	1,000,000	4½	45,000	3	30,000	+15,000
Laurel Lake Mills	300,000	2¼	6,750	No	dividend.	+6,750
Mechanics' Mills	750,000	3½	26,250	No	dividend.	+26,250
Merchants' Manuf'g Co	800,000	No	dividend.	No	dividend.	.....
Metacomet Manuf'g Co	288,000	No	dividend.	No	dividend.	.....
Narragansett Mills	400,000	3	12,000	1	4,000	+8,000
Osborn Mills	600,000	3	18,000	No	dividend.	+18,000
Parker Mill	500,000	4½	21,250	2½	12,500	+8,750
Pocasset Manuf'g Co	600,000	4	24,000	No	dividend.	+24,000
Richard Borden Mfg. Co.	800,000	4½	36,000	2	16,000	+20,000
Robeson Mills	78,000	1½	1,170	No	dividend.	+1,170
Sagamore Manuf'g Co	900,000	3½	31,500	No	dividend.	+31,500
Sanford Spinning Co	500,000	5½	27,500	2	10,000	+17,500
Seaconnet Mills	600,000	4	24,000	1½	13,500	+10,500
Shove Mills	550,000	1	5,500	No	dividend.	+5,500
Slade Mills	247,500	No	dividend.	No	dividend.	.....
Stafford Mills	1,000,000	4½	45,000	2	20,000	+25,000
Stevens Manufactur'g Co.	250,000	6	15,000	2	5,000	+10,000
Tecumseh Mills	500,000	3	15,000	No	dividend.	+15,000
Troy Cot. & W. Mfg. Co	300,000	12	36,000	6	18,000	+18,000
Union Cotton Man'f'g Co	750,000	4½	41,250	4½	31,875	+9,375
Wampanoag Mills	750,000	4	30,000	No	dividend.	+30,000
Westamoe Mills	550,000	3	16,500	No	dividend.	+16,500
Totals	$21,908,500	3·49	$763,757	1·33	$290,675	+473,082

PLAGUE IN INDIA.—Recent advices from India indicate that at Poonah, Bombay Presidency, fifty nine new cases of the plague and fifty-six deaths from that disease were reported in fifty-eight hours. Several fresh cases have occurred among the Europeans. The plague re-appeared at Calcutta on August 7th.

RAIN IN INDIA.—Cable advices state that on Sunday and Monday there was a slight rainfall in parts of Western India. The monsoon is current again, though not strongly. The situation is somewhat improved.

THE AGRICULTURAL DEPARTMENT'S AUGUST REPORT.—The following statement, showing the condition of cotton, was issued by the Department of Agriculture August 10:

The monthly report of the Statistician of the Department of Agriculture shows the average condition of cotton on August 1 to have been 84, as compared with 87·8 on July 1, 91·2 on August 1, 1898, 86·9 at the corresponding date in 1897, and 85·8, the mean of the August averages for the last ten years.

There was a decline during July amounting to 5 points in North Carolina, 10 in South Carolina, 6 in Georgia, Alabama and Texas, 4 in Tennessee and 2 in Missouri. On the other hand there was an improvement of 1 point in Louisiana, of 2 points in Virginia, Oklahoma and Indian Territory, of 3 points in Florida and Mississippi and of 4 points in Arkansas.

The averages of the different States on August 1 were as follows:

Virginia	88	Alabama	82
North Carolina	83	Mississippi	86
South Carolina	78	Louisiana	86
Georgia	79	Texas	87
Florida	93	Arkansas	86
Tennessee	84		
Missouri	86		
Oklahoma	80		
Indian Territory	93		

The Texas report includes the condition in the recently-submerged region, a special report on which is almost ready for publication.

The June, July and August averages, compared with the June, July and August figures of previous years, are as follows:

States.	1899. June	1899. July	1899. Aug.	1898. June	1898. July	1898. Aug.	1897. June	1897. July	1897. Aug.	1896. June	1896. July	1896. Aug.
Virginia	79	86	88	86	93	94	87	87	99	91	87	86
No. Carolina	87	88	83	86	87	90	84	90	97	99	100	93
So. Carolina	86	88	78	85	90	89	87	86	92	97	98	88
Georgia	88	85	79	89	90	91	84	85	95	95	94	92
Florida	88	90	93	76	83	87	91	80	88	85	90	84
Alabama	86	88	82	89	91	95	81	85	88	103	98	93
Mississippi	78	83	86	91	94	88	76	81	85	104	100	78
Louisiana	81	85	86	89	90	90	84	89	90	94	100	70
Texas	90	93	87	89	92	91	87	88	78	82	80	69
Arkansas	80	82	86	96	93	93	83	88	90	102	100	65
Tennessee	85	88	84	90	92	97	77	80	84	118	107	89
Missouri	90	88	86	96	87	90	90	95	85	92	90	....
Oklahoma	81	78	80	82	92	98	72	82	86	}		
Indian Ter.	84	91	93	80	89	94	85	93	94	} --	92	....
Average	85·7	87·8	84·0	89·0	91·2	91·2	83·5	86·0	86·9	97·2	92·5	80·1

The August first averages in earlier years for all the States were, according to the Agricultural Department, as follows: 77·9 in 1895; 91·8 in 1894; 80·4 in 1893; 82 3 in 1892; 88·9 in 1891; 89·5 in 1890; 89·3 in 1889; 87·3 in 1888; 93·3 in 1887; 81·3 in 1886 and 96·5 in 1885.

GOVERNMENT WEEKLY COTTON REPORT.—Mr. W. L. Moore, Chief of the Weather Bureau of the Agricultural Department made public on Tuesday the following telegraphic reports on the crop in the Southern States for the week ending Aug. 7:

VIRGINIA.—Local droughty conditions in several interior counties detrimental to crops; otherwise weather continues generally favorable for growth; all kinds of crops not yet made progressing rapidly towards maturity.

NORTH CAROLINA.—Showers followed hot, dry weather; improvement in crops continues, except limited areas suffering from drought; cotton excellent, though still shedding some bolls, opening in south.

SOUTH CAROLINA.—Conditions much diversified; rain badly needed; cotton improved, but excessive shedding and rust general, beginning to open, and first bale marketed.

GEORGIA.—Weather favorable to growing crops; cotton improving, but still shedding and rusting, some opening, picking commenced in few counties, prospects favorable for good late crops.

FLORIDA.—Week hot, with light and scattered rain, except over western district, where storm early part of week damaged cotton; complaints of rust and shedding continue; picking quite active in some sections.

ALABAMA.—Conditions favorable, except rainfall heavy central and excessive few southeast counties; cotton shedding freely, rust general, opening rapidly, first bale marketed at Selma on 2d.

MISSISSIPPI.—Increased temperature and sunshine and less precipitation have improved crops; excessive rains of previous week produced some rust and shedding in cotton in some sections; the crop generally is healthy; picking in progress in some southern counties; bolls opening in many places.

LOUISIANA.—High temperature; showers fairly well distributed and plentiful in southern portion, but elsewhere scattered; cotton suffering in places from dryness, heat, shedding, and premature opening, some rust, picking begun; cotton doing well in east, central parishes.

TEXAS.—Hot, dry week; no rain except showers in extreme southeast portions; cotton needing rain generally and suffering so badly in many localities that plant is shedding all forms and young bolls, prospects not so favorable as at last report, except over the northwest portion, picking continues in southern portion, has commenced in central portion.

ARKANSAS.—Cotton doing well in all sections, except southwest, where rain is badly needed.

TENNESSEE.—Warm sunshine, followed by good showers latter part of week, greatly improved conditions, which are very encouraging; cotton beginning to open; suffering some from rust and shedding.

MISSOURI.—Weather warm, sunshiny, and showery with most favorable results.

OKLAHOMA.—Week very hot and dry, except a few local thunderstorms; cotton in good condition.

These reports on cotton are summarized by the Department as follows:

While rust and shedding are quite generally reported, the condition of cotton over the central and eastern portions of the cotton belt is somewhat improved. In portions of Louisiana, Arkansas, and over the greater part of Texas rain is badly needed and the condition of cotton is less promising than at the close of the previous week. Picking has commenced in Central Texas and over the southern portions of the central and eastern districts, the first bales having been marketed in Alabama and South Carolina.

NEW MISSISSIPPI COTTON.—The first bale of new cotton raised in Mississippi was received at Greenville on Thursday, Aug. 3, from Sharkey County. Last year the first bale reached Meridian Aug. 6; in 1897 the earliest arrival was at Meridian on August 4, and in 1896 the first bale reached Vicksburg on July 22.

WEATHER RECORD FOR JULY.—Below we give the thermometer and rainfall record for the month of July and previous months of this year and the two preceding years. The figures are from the records of the Weather Bureau, except at points where they have no station; at those points they are from records kept by our own agents.

Thermometer	April. 1899.	April. 1898.	April. 1897.	May. 1899.	May. 1898.	May. 1897.	June. 1899.	June. 1898.	June. 1897.	July. 1899.	July. 1898.	July. 1897.
VIRGINIA.												
Norfolk.—												
Highest	86·0	86·0	87·0	90·0	92·0	84·0	93·0	96·0	95·0	95·0	96·0	92·0
Lowest	33·0	31·0	34·0	43·0	45·0	35·0	61·0	56·0	58·0	24·0	64·0	68·0
Average	56·0	54·0	58·0	66·0	66·0	65·0	76·0	74·0	74·0	79·0	79·0	79·0
N. CAR'LA.												
Wilmington—												
Highest	85·0	81·0	84·0	92·0	96·0	89·0	95·0	94·0	96·0	92·0	95·0	97·0
Lowest	33·0	35·0	35·0	50·0	44·0	49·0	57·0	58·0	64·0	61·0	62·0	68·0
Average	58·0	58·0	61·4	70·0	73·6	68·4	77·0	77·0	78·0	78·0	79·0	80·1
Weldon.—												
Highest	85·0	87·0	87·0	89·0	93·0	86·0	96·0	100·0	99·0	95·0	95·0	99·0
Lowest	30·0	31·0	27·0	46·0	41·0	38·0	55·0	55·0	52·0	58·0	60·0	65·0
Average	55·2	55·0	57·8	67·5	68·7	65·1	76·4	74·3	74·8	77·3	78·5	78·9
Charlotte—												
Highest	86·0	82·0	86·0	92·0	95·0	89·0	99·0	97·0	96·0	100·0	97·0	93·0
Lowest	31·0	30·0	35·0	47·0	42·0	48·0	55·0	58·0	60·0	58·0	58·0	61·0
Average	57·0	55·7	59·6	71·0	72·0	66·6	78·0	77·0	76·6	79·0	78·4	78·5
Raleigh—												
Highest	87·0	86·0	83·0	92·0	94·0	86·0	98·0	97·0	96·0	95·0	96·0	98·0
Lowest	31·0	30·0	32·0	45·0	41·0	44·0	57·0	56·0	58·0	58·0	61·0	65·0
Average	56·3	56·0	60·0	69·3	70·0	66·0	77·0	76·0	77·0	78·0	80·0	78·8
Morganton—												
Highest	73·0	74·0	78·0	81·0	83·0	80·0	85·0	88·0	87·0	84·0	88·0	90·0
Lowest	28·0	27·0	30·0	47·0	47·0	42·0	51·0	62·0	60·0	65·0	57·0	67·0
Average	54·5	49·9	58·7	66·7	66·5	65·1	65·8	71·1	73·6	75·6	72·8	77·2
S. CAROL'A												
Charleston.—												
Highest	85·0	82·0	82·0	98·0	98·0	92·0	98·0	91·0	96·0	96·0	98·0	99·0
Lowest	38·0	43·0	49·0	58·0	50·0	53·0	60·0	67·0	68·0	70·0	66·0	71·0
Average	63·0	63·0	66·0	75·0	75·0	72·0	80·0	80·0	80·0	81·0	81·0	82·0
Stateburg.—												
Highest	87·0	85·0	87·0	98·0	101·0	91·0	99·0	100·0	97·0	101·0	93·0	100·0
Lowest	32·0	34·0	39·0	51·0	44·0	47·0	55·0	60·0	61·0	61·0	59·0	64·0
Average	61·2	59·5	63·6	75·3	75·8	71·7	77·5	80·5	79·3	81·0	80·5	80·2
Columbia—												
Highest	86·0	85·1	87·0	99·0	101·3	95·0	103·0	99·0	100·0	105·0	98·0	102·0
Lowest	34·0	33·1	39·0	50.0	44·3	46·0	55·0	61·0	57·0	61·0	57·0	62·0
Average	60·8	58·0	62·7	75·6	74·9	70·4	81·0	80·4	79·8	82·0	80·4	81·0
Holland—												
Highest	88·0	81·0	87·0	92·0	96·0	93·0	97·0	98·0	101·0	99·0	95·0	102·0
Lowest	28·0	26·0	38·0	45·0	38·0	40·0	58·0	56·0	49·0	51·0	58·0	55·0
Average	57·7	53·8	59·0	70·6	59·8	66·7	77·0	78·0	78·1	77·8	78·0	78·7
Greenwood—												
Highest	85·0	84·0	86·0	97·0	102·0	92·0	105·0	103·0	100·0	105·0	102·0	100·0
Lowest	30·0	34·0	39·0	49·0	41·0	43·0	55·0	60·0	62·0	57·0	59·0	61·0
Average	55·0	56·6	61·1	73·0	75·2	68·0	80·0	83·0	81·0	78·0	80·8	79·0
GEORGIA.												
Augusta.—												
Highest	85·0	84·0	88·0	96·0	99·0	96·0	99·0	97·0	100·0	100·0	97·0	101·0
Lowest	31·0	35·0	42·0	51·0	44·0	48·0	56·0	64·0	64·0	61·0	67·0	62·0
Average	61·6	59·0	63·4	75·5	74·9	70·8	80·6	80·6	81·4	81·0	80·6	81·6
Atlanta.—												
Highest	84·0	80·0	84·0	91·0	94·0	88·0	97·0	95·0	97·0	97·0	96·0	97·0
Lowest	35·0	31·0	38·0	54·0	38·0	41·0	56·0	65·0	68·0	62·0	58·4	59·0
Average	59·6	56·5	59·8	74·0	72·1	65·0	79·5	79·2	79·6	79·0	78·0	78·4
Savannah.—												
Highest	96·0	86·0	85·0	97·0	100·8	94·0	99·0	97·0	100·0	98·0	93·0	102·0
Lowest	38·0	42·0	45·0	59·0	47·7	51·0	58·0	65·0	61·	65·0	68·0	67·0
Average	65·4	63·6	66·2	76·4	76·0	72·8	80·4	80·4	81·8	81·8	81·2	82·0
FLORIDA.												
Jacksonville.												
Highest	85·0	86·0	88·0	96·0	97·0	93·0	97·0	98·0	99·0	96·0	98·0	99·0
Lowest	41·0	42·0	44·0	61·0	52·0	53·0	60·0	64·0	68·0	67·0	67·0	68·0
Average	68·0	67·0	69·0	73·3	77·0	73·2	80·0	81·0	82·0	81·0	82·0	82·0
Tampa.—												
Highest	86·0	88·0	96·0	91·0	93·0	90·0	93·0	95·0	94·0	94·0	95·0	94·0
Lowest	45·0	48·0	47·0	64·0	58·0	55·0	65·0	64·0	68·0	68·0	68·0	70·0
Average	68·0	69·0	70·0	73·0	77·0	74·0	80·0	81·0	81·0	80·0	81·0	82·0
Jupiter—												
Highest	86·0	87·0	88·0	92·0	91·0	87·0	90·0	89·0	93·0	91·0	91·0	91·0
Lowest	46·0	51·0	59·0	65·0	53·0	57·0	69·0	67·0	71·0	71·0	69·0	69·0
Average	71·0	72·0	72·0	78·0	76·0	75·0	80·0	79·0	81·0	81·0	81·0	81·6
Tallahassee—												
Highest	90·0	88·0	84·0	94·0	96·0	92·0	95·0	96·0	97·0	96·0	95·0	97·0
Lowest	38·0	38·0	40·0	56·0	48.0	47·0	62·0	63·0	65·0	68·0	68·0	65·0
Average	66·0	65·0	65·5	77·4	76·9	72·3	80·3	80·6	80·2	82·0	80·0	81·6
ALABAMA												
Montgom'y—												
Highest	84·0	86·0	88·0	94·0	96·0	91·0	101·0	98·0	101·0	88·0	100·0	93·0
Lowest	39·0	34·0	42·0	55·0	43·0	47·0	59·0	67·0	67·0	64·0	61·0	63·0
Average	68·8	66·0	64·0	78·0	76·0	71·0	82·0	82·0	82·6	81·5	81·0	83·0
Mobile.—												
Highest	84·0	82·0	82·0	91·0	92·0	87·0	99·0	93·0	98·0	96·0	97·0	96·0
Lowest	39·0	40·0	45·0	60·0	46·0	52·0	64·0	70·0	65·0	69·0	66·0	65·0
Average	64·0	62·0	66·0	77·0	75·0	71·0	79·0	80·0	81·0	81·0	81·0	82·0
Newton—												
Highest	89·0	86·0	86·0	93·0	95·0	91·0	98·0	95·0	100·0	109·0	95·0	100·0
Lowest	32·0	32·0	34·0	52·0	41·0	43·0	65·0	61·0	60·0	59·0	59·	59·0
Average	61·4	61·0	63·0	76·0	73·0	69·0	78·0	79·0	82·1	79·4	77·0	80·0
Birmingham												
Highest	89·0	83·0	88·0	94·0	99·0	90·0	100·0	98·	101·0	99·0	94·0	99·0
Lowest	34·0	28·0	36·0	56·0	40·0	43·0	56·0	63·0	56·0	62·0	60·0	59·0
Average	63·0	53·0	64·0	77·0	74·0	70·0	80·0	81·0	81·6	80·9	81·0	84·0
Florence—												
Highest	89·0	83·0	84·0	91·0	90·0	90·0	100·0	95·0	100·0	100·0	99·0	103·0
Lowest	32·0	29·0	34·0	54·0	43·0	45·0	54·0	61·0	52·0	59·0	63·0	56·0
Average	60·2	57·0	61·1	75·0	72·0	67·0	80·0	80·0	79·2	81·0	80·0	81·0
LOUIS'NA												
N. Orleans.—												
Highest	86·0	82·0	84·0	97·0	93·0	88·0	94·0	91·0	98·0	98·0	97·0	95·0
Lowest	45·0	43·0	50·0	65·0	53·0	58·0	68·0	70·0	69·0	69·0	70·0	71·0
Average	67·0	65·1	68·0	79·0	75·0	74·0	80·0	81·0	82·0	83·0	81·5	84·0
Shreveport.—												
Highest	....	84·0	84·0	93·0	94·0	89·0	95·0	95·0	99·0	101·0	98·0	101·0
Lowest	....	37·0	44·0	61·0	46·0	58·0	61.0	67·0	61·0	62·0	65·0	66·0
Average	....	63·0	66·0	77·0	75·0	72·0	80·0	80·0	80·0	83·0	82·0	85·0
Gr'd Coteau-												
Highest	90·0	83·0	85·0	96·0	90·0	87·0	97·0	95·0	96·0	108·0	98·0	94·0
Lowest	40·0	41·0	47·0	62·0	48·0	51·0	61·0	68·0	62·0	66·0	67·0	65·0
Average	66·5	64·4	63·4	78·7	74·8	72·6	79·0	79·2	77·9	80·0	81·8	81·3
Liberty Hill—												
Highest	92·0	89·0	86·0	100·0	98·0	94·0	102·0	96·0	104·0	105·0	103·0	104·0
Lowest	36·0	31·0	40·0	59·0	42·0	43·0	56·0	64·6	52·0	63·0	62·0	59·0
Average	64·0	60·0	63·0	79·0	75·0	68·0	79·0	81·0	78·0	84·0	81·0	83·0
MISSISS'PI.												
Columbus.—												
Highest	90·0	86·0	88·0	94·0	96·0	90·0	100·0	98·0	98·0	100·0	108·0	108·0
Lowest	32·0	30·0	38·0	54·0	54·0	*58·0	64·0	64·0	60·0	72·0	68·0	68.0
Average	62·0	63·0	61·0	79·0	76·0	69·0	85·0	84·0	83.0	84·0	83·0	85·0
Vicksburg—												
Highest	88·0	88·0	84·0	91·0	91·0	87·0	95·0	93·0	96·0	....	94·0	95·0
Lowest	42·0	47·0	45·	61·0	50·0	54·0	60·0	68·0	63·	....	64·0	64·0
Average	68·9	62·0	65·2	76·8	74·5	71·4	79·2	79·5	80·6	....	79·6	82·4
Leland—												
Highest	90·0	75·0	83·0	97·0	88·0	87·	91·0	90·0	94·0	92·0	92·0	95·0
Lowest	35·0	30·0	45·0	60·0	46·0	51·0	56·0	61·0	56·0	60·	61·0	54·0
Average	60·5	57·2	63·4	73·3	71·9	69·4	75·7	77·2	76·2	80·6	77·1	80·6
Brookhaven—												
Highest	96·0	87·0	90·0	101·	98·0	96·0	104·0	109·0	103·0	....	....	104·0
Lowest	35·0	31·0	37·0	56·0	42·0	41·0	56·0	61·0	65·0	....	....	62·0
Average	64·6	62·4	65·1	80·4	75·2	79.0	81·2	[illegible]	83·0	....	....	83·7
MISSISS'PI.												
Waynesboro-												
Highest	91·0	84·0	....	95·0	97·0	89·0	96·0	98·5	....	98·0	99·0	....
Lowest	31·0	30·0	....	55·0	42·0	44·0	57·0	60·0	....	64·0	65·0	....
Average	62·6	60·0	....	76·7	75·1	67·0	78·0	81·0	....	80·4	83·8	....
ARKANS'S.												
Little Rock.—												
Highest	89·0	83·0	83·0	90·0	93·0	90·0	92·0	93·0	100·0	94·0	97·0	100·0
Lowest	32·0	32·0	42·0	56·0	48·0	48·9	57·0	64·0	56·0	62·0	64·0	63·0
Average	61·0	60·0	61·8	73·0	73·0	69·9	75·0	79·0	78·9	80·0	80·0	82·8
Helena—												
Highest	85·0	78·0	77·0	85·0	87·0	85·0	88·0	87·0	92·0	94·0	90·0	92·0
Lowest	33·0	32·0	40·0	55·0	45·0	42·0	54·0	64·0	52·0	62·0	59·0	58·0
Average	58·3	55·6	57·2	71·0	67·4	63·7	74·4	76·2	75·2	83·3	77·0	78·0
Fort Smith—												
Highest	89·0	88·0	84·0	90·0	92·0	88·0	93·0	93·0	96·0	95·0	99·0	102·0
Lowest	33·0	34·0	39·0	57·0	48·0	49·0	59·0	65·0	55·0	62·0	60·0	59·0
Average	61·0	60·0	62·0	74·0	70·0	70·0	78·0	79·0	78·0	80·0	81·0	83·0
Camden—												
Highest	95·0	82·0	84·0	95·0	94·0	93·0	100·0	92·0	102·0	99·0	99·0	102·0
Lowest	34·0	32·0	34·0	52·0	44·0	42·0	62·0	65·0	53·0	56·0	62·0	54·0
Average	63·0	60·0	62·6	76·0	75·0	68·6	79·0	78·9	73·6	82·0	81·0	82·0
Corning—												
Highest	90·0	85·0	85·0	92·0	90·0	90·0	94·0	96·0	100·0	96·0	96·0	102·0
Lowest	30·0	27·0	35·0	50·0	43·0	42·0	51·0	62·0	51·0	53·0	51·0	54·0
Average	60·0	57·0	58·6	71·0	71·0	66·1	76·0	78·5	77·3	78·0	78·5	81·0
TENNES'E.												
Nashville.—												
Highest	87·0	80·0	84·0	90·0	90·0	87·0	98·0	95·0	96·0	98·0	93·0	100·0
Lowest	29·0	30·0	36·0	55·0	41·0	49·0	58·0	61·0	51·9	60·0	62·0	62·0
Average	59·0	54·4	58·4	72·4	70·0	64·4	78·6	79·0	76·8	80·0	79·0	79·4
Memphis.—												
Highest	90·0	81·0	84·0	90·0	89·0	89·6	94·0	92·0	93·0	94·0	96·0	97·0
Lowest	36·0	35·0	42·0	58·0	46·0	48·0	62·0	65·0	57·0	65·0	62·0	62·0
Average	63·0	53·7	61·4	73·7	73·2	68·0	79·0	79·6	78·3	73·3	79·2	82·1
Ashwood.—												
Highest	88·0	79·0	83·0	89·0	89·0	87·0	100·0	94·0	97·0	100·0	99·0	100·0
Lowest	30·0	33·0	43·0	51·0	30·0	50·0	55·0	56·0	57·0	56·0	57·0	69·0
Average	64·0	55·0	62·0	73·0	65·0	69·0	83·0	75·0	77·6	76·0	77·0	84·0
TEXAS.												
Galveston.—												
Highest	77·0	84·0	81·0	85·0	84·0	83·0	89·0	89·0	96·0	91·0	91·0	93·0
Lowest	44·0	50·0	50·0	71·0	56·0	62·0	71·0	71·9	66·0	72·0	72·0	70·0
Average	66·6	67·5	69·4	78·2	74·9	74·8	80·6	81·0	81·7	83·3	82·4	84·8
Palestine.—												
Highest	91·0	83·0	86·0	91·0	90·0	89·0	94·0	93·0	98·0	97·0	101·0	102·0
Lowest	37·0	39·0	41·3	68·0	46·0	45·6	61·0	64·0	59·0	63·0	62·0	67·6
Average	64·4	64·0	66·6	77·0	74·0	72·0	79·0	78·0	79·0	81·0	81·0	84·0
Abilene.—												
Highest	94·0	92·0	93·0	94·0	101·0	89·0	93·0	93·0	101·0	102·0	101·0	105·0
Lowest	27·0	34·0	36·0	54·0	43·0	48·0	63·0	61·0	51·0	64·0	63·0	61·0
Average	65·0	64·0	63·0	74·5	74·0	70·6	77·6	77·3	78·0	82·0	81·3	84·0
San Antonio.												
Highest	94·0	98·0	92·0	95·0	97·0	90·0	96·0	95·0	90·6	100·0	[illegible]	[illegible]
Lowest	38·0	41·0	45·0	62·0	50·0	56·0	64·6	64·0	61·0	66·0	66·0	65·0
Average	69·0	69·0	69·2	78·0	76·0	75·0	79·6	80·4	81·4	83·0	83·0	85·6
Huntsville.—												
Highest	86·0	88·0	86·5	94·0	92·0	91·0	95·0	98·0	101·0	96·0	99·0	102·5
Lowest	38·0	42·0	43·0	66·0	45·0	50·8	60·0	66·0	61·0	63·0	64·0	66·0
Average	64·7	64·7	64·9	75·9	75·3	73·5	80·2	81·1	81·5	82·3	81·5	86·1
Longview—												
Highest	93·0	86·0	86·0	97·0	96·0	95·0	99·0	101·0	105·0	104·0	104·0	108·0
Lowest	37·0	37·0	41·0	60·0	41·0	49·0	61·0	66·0	59·0	60·0	62·0	62·0
Average	63·6	63·1	65·6	78·2	75·1	73·1	81·6	81·6	82·2	84·1	83·6	87·1
OKLA. T.												
Oklahoma—												
Highest	89·0	83·0	80·0	87·0	87·0	85·0	89·0	93·0	94·0	92·0	97·0	103·0
Lowest	26·0	25·0	37·0	48·0	41·0	42·0	61·0	62·0	48·0	63·0	60·0	57·0
Average	58·4	57·8	59·6	70·4	68·2	65·8	74·9	76·8	75·4	79·0	78·0	80·7

Rainfall.	April. 1899.	April. 1898.	April. 1897.	May. 1899.	May. 1898.	May. 1897.	June. 1899.	June. 1898.	June. 1897.	July. 1899.	July. 1898.	July. 1897.
VIRGINIA.												
Norfolk.—												
Rainfall,in	1·95	6·69	1·51	1·69	5·12	5·36	5·67	3·76	1·98	5·82	8·59	4·42
Days rain	7	11	9	12	13	15	7	8	13	18	18	14
N.CAROL'A												
Wilmingt'n												
Rainfall,in	4·5	3·40	3·17	4·12	2·51	2·49	4·95	4·59	3·88	8·03	7·08	4·50
Days rain	8	6	11	11	7	7	11	10	[illegible]	14	19	12
Weldon.—												
Rainfall,in	2·97	3·65	3·10	2·23	6·10	2·89	3·06	5·18	1·86	10·30	5·25	4·20
Days rain	6	15	8	11	14	9	6	12	13	12	18	12
Charlotte—												
Rainfall,in	2·51	2·71	3·94	2·23	2·08	3·72	1·68	3·79	3·63	5·96	4·92	5·08
Days rain	11	10	10	9	11	12	5	12	13	11	20	15
Raleigh—												
Rainfall,in	4·01	3·05	4·66	4·78	7·46	2·85	4·49	3·28	3·44	3·85	6·48	4·90
Days rain	10	11	11	10	12	12	10	10	15	18	15	17
Morganton.—												
Rainfall,in	4·60	2·35	4·93	2·33	3·45	7·47	4·68	3·51	5·14	4·18	6·62	4·30
Days rain	7	7	7	7	8	6	9	10	13	10	15	14
S. CAROL'A												
Charleston—												
Rainfall,in	3·65	2·48	1·99	3·81	0·64	1·20	3·29	4·68	5·47	5·11	12·99	9·42
Days rain	10	8	11	8	5	9	13	10	14	16	17	16
Stateburg—												
Rainfall,in	2·89	5·65	4·86	1·15	1·12	2·08	6·31	2·65	5·35	1·93	6·73	5·82
Days rain	9	11	9	4	5	5	8	9	14	9	16	15
Columbia.—												
Rainfall,in	2·43	4·90	2·32	0·65	1·15	1·20	2·56	3·12	4·43	5·27	12·17	9·66
Days rain	5	9	9	6	5	7	9	9	14	12	15	14
Holland—												
Rainfall,in	3·88	6·23	4·62	3·38	0·65	1·19	4·57	1·67	4·80	4·01	7·56	5·82
Days rain	9	9	9	6	7	4	9	7	12	7	14	12
Greenwood—												
Rainfall,in	1·64	4·12	4·28	1·84	1·65	2·16	1·34	4·15	3·39	2·17	4·92	4·16
Days rain	6	7	9	5	5	5	4	8	9	6	11	9
GEORGIA.												
Augusta.—												
Rainfall,in	1·70	4·96	3·75	2·09	0·52	2·22	4.57	3·92	3·56	3·74	6·70	6·10
Days rain	7	10	11	4	4	5	6	11	13	8	12	12
Atlanta.—												
Rainfall,in	1·71	5·15	5·06	1·21	1·35	0·34	1·46	0·89	2·07	6·42	10·22	4·74
Days rain	9	10	9	8	11	3	6	8	11	15	16	12
Savannah.—												
Rainfall,in	1·71	2·46	3·33	1·11	1·01	1·10	1·07	4·38	3·94	4·97	9·53	8·10
Days rain	8	7	11	8	4	5	7	8	15	10	19	12
FLORIDA.												
Jacksonville												
Rainfall,in	3·21	2·45	5·18	1·86	1·81	1·35	4·52	2·13	5·01	6·12	12·03	3·67
Days rain	5	[illegible]	12	7	5	6	7	8	12	13	24	13
Tampa.												
Rainfall,in	3·39	0·16	4·65	0·48	0·37	0·33	12·26	5·96	8·46	15·53	8·29	6·23
Days rain	8	3	10	4	3	5	17	18	20	21	22	15
Jupiter—												
Rainfall,in	3·11	1·90	8·47	1·65	1·15	10·73	3·45	0·12	4·67	3·73	6·80	5.29
Days rain	7	6	15	7	5	10	12	3	9	14	11	14
Tallahassee—												
Rainfall,in	2·01	0·87	9·29	0·54	1.57	0·48	6·50	4·86	3·30	3·21	10·00	6·13
Days rain	4	5	5	3	4	2	7	8	11	10	19	9
ALABAMA.												
Montgom'y.												
Rainfall,in	2·41	4·21	6·30	1·73	0·50	0·66	1·36	1·41	3·79	13·42	5·26	1·40
Days rain	9	6	11	4	4	4	6	8	11	10	17	8
Mobile.—												
Rainfall,in	1·02	2·61	5·72	1·00	0·31	3·54	5·77	4·86	4·09	9·80	5·60	7·05
Days rain	9	6	11	3	1	[illegible]	6	12	11	14	14	11

Rainfall.	April.			May.			June.			July.		
	1899.	1898.	1897.	1899.	1898.	1897.	1899.	1898.	1897.	1899.	1898.	1897.
ALABAMA.												
Newton—												
Rainfall,in	4·59	1·60	3·55	1·39	0·26	1·68	3·63	3·46	0·95	6·70	5·15	10·49
Days rain..	6	6	8	3	2	2	8	9	3	11	17	9
Birmingham												
Rainfall,in	4·69	4·71	5·09	3·23	0·11	3·93	2·59	4·35	3·68	7·61	5·77	6·16
Days rain..	9	9	10	5	4	4	10	10	5	14	14	10
Florence—												
Rainfall,in	1·89	3·18	5·00	1·39	2·22	2·19	1·85	2·01	0·60	36·5	5·52	3·18
Days rain..	7	8	10	4	6	5	7	7	7	10	13	7
LOUIS'ANA												
New Orleans												
Rainfall,in	1·56	2·80	5·75	0·14	0·92	0·25	7·80	3·79	4·82	5·45	4·57	4·72
Days rain..	6	6	9	1	2	4	13	11	11	12	19	15
Shreveport.—												
Rainfall,in	....	2·28	1·71	2·61	1·24	3·29	1·13	7·25	3·03	0·98	1·48	1·45
Days rain.	....	9	8	6	8	7	9	16	8	19	6	5
Grd. Coteau												
Rainfall,in	3·01	2·80	2·46	0·72	1·58	2·45	3·18	13·05	6·42	1·05	7·29	2·10
Days rain..	7	6	6	5	2	4	15	19	11	12	12	12
Liberty Hill-												
Rainfall,in	2·13	4·40	3·44	0·95	2·79	2·49	3·34	4·56	5·58	3·45	3·21	2·00
Days rain	4	8	7	4	5	5	7	18	6	9	18	6
MISSIS'PI.												
Columbus.—												
Rainfall,in	1·79	3 85	3·40	4·59	1·15	1·11	4·08	3·32	0·79	5·54	6·03	8·79
Days rain.	7	7	7	6	4	3	7	12	2	10	15	10
Vicksburg.—												
Rainfall,in	1·85	2·82	1·96	1 04	1·33	0·88	5·51	6·17	3·23	....	5·90	5·31
Days rain.	8	11	14	3	7	3	11	20	3	....	20	13
Leland—												
Rainfall in	1·86	2·65	2·83	2·71	3 61	2·41	5·31	4·26	1·52	10·56	2·69	2·97
Days rain	5	3	5	3	5	3	5	13	3	6	7	4
Brookhaven—												
Rainfall,in	1·10	2·56	1·92	0·65	0 95	1·02	4·57	4·26	2·69	....	....	4·32
Days rain..	4	4	6	1	3	5	16	11	5	....	....	4
Waynesboro												
Rainfall,in	1·95	3·72	....	1·00	0·86	2·40	2·45	6·85	....	4·80	5·94	....
Days rain..	3	5	....	4	2	3	6	10	...	9	13	...
ARK'NSAS.												
Little Rock.												
Rainfall,in	3·24	2·78	5·86	5·66	7·52	1·15	1·00	3·03	3·06	7·84	2·60	1·08
Days rain.	10	10	13	8	9	8	7	12	8	12	7	6
Helena—												
Rainfall,in	2·19	3·99	5·55	3·05	5·36	0·14	1·80	3·11	2·59	6·90	1·69	2·78
Days rain.	6	13	12	7	5	3	7	9	10	10	11	7
Fort Smith—												
Rainfall,in	3·22	2·78	3·17	8 38	7·18	2·90	5·51	5·64	3·98	5·14	2·31	3·26
Days rain.	11	16	13	17	11	9	9	17	13	9	9	8
Camden—												
Rainfall,in	2·60	1·96	4·38	9 50	3·75	2·78	1·80	4·08	2 67	1·60	3·69	2·30
Days rain..	4	3	11	7	4	5	5	11	7	7	8	5
Corning—												
Rainfall,in	2·31	3·52	4·14	3·92	7·21	2·79	3·79	3·33	4·57	3·36	6·44	1·48
Days rain..	7	14	8	14	13	5	6	11	8	8	14	6
TENNES'E.												
Nashville—												
Rainfall,in	3·25	2·16	5·79	3·36	1·80	1·22	0·75	4·97	1·82	6·44	4·50	8 53
Days rain.	10	11	13	10	8	7	4	11	9	10	16	16
Memphis.—												
Rainfall,in	1·23	2·30	5·88	5·18	4·29	1·87	2·66	2·76	2 50	5·86	4·28	2·42
Days rain	10	9	15	10	8	11	6	11	10	9	13	6
Ashwood—												
Rainfall,in	2·52	3·67	6·20	2 36	2·26	3·73	1·74	2·71	1·74	2·28	5·86	2·00
Days rain	10	7	10	10	9	5	6	8	7	7	16	13
TEXAS.												
Galveston.—												
Rainfall,in	2·80	3·04	1·94	†	1·58	1·27	4·61	1·94	0·27	6·02	2·62	0·78
Days rain.	7	5	5	†	3	5	8	12	1	6	15	4
Palestine—												
Rainfall,in	2·81	1·43	2·01	4·84	2·24	4·27	3·66	5·50	4·16	4·52	2·19	1·01
Days rain.	7	6	9	6	5	11	11	8	12	9	10	8
Abilene.—												
Rainfall,in	2·96	1·78	0·74	4·02	2·60	4·73	5·45	4·55	3·90	1·38	1·46	2·00
Days rain..	7	4	5	12	3	10	7	14	0	4	7	6
San Antonio.												
Rainfall,in	2·60	1·46	1·84	2·22	1·06	3·13	4·23	7·06	2·19	2·85	2·21	0·28
Days rain..	8	7	10	6	4	10	8	14	10	9	8	2
Huntsville.—												
Rainfall,in	2.23	5·00	1·78	1·20	5·63	1·50	9·42	6·62	2·17	3·37	3·20	0·36
Days rain..	4	5	4	2	3	4	9	14	6	4	10	1
Longview—												
Rainfall,in	3·69	1·24	4·61	6·87	1·69	6·76	4·86	5·21	3·89	1·81	1·17	3·03
Days rain..	8	6	11	6	6	14	10	13	9	4	9	6
INDIAN T.												
Oklahoma-												
Rainfall,in	4·81	0·95	5·37	9·63	9·92	6·02	4·91	1·75	2·58	6·17	4 06	1·90
Days rain .	11	6	9	12	8	12	9	9	8	13	7	8

† Trace.

COMPARATIVE PORT RECEIPTS AND DAILY CROP MOVEMENT —A comparison of the port movement by weeks is not accurate, as the weeks in the different years do not end on the same day of the month. We have consequently added to our other standing tables a daily and monthly statement, that the reader may constantly have before him the data for seeing the exact relative movement for the years named. The monthly movements since Sept. 1, 1898, and in previous years, have been as follows:

Monthly Receipts	Year Beginning September 1.					
	1898	1897	1896.	1895.	1894.	1893.
Sept'ber	697,784	786,702	912,486	383,886	518,762	377,408
October.	1,735,660	1,424,907	1,468,516	1,202,460	1,622,664	1,311,279
Nov'ber.	1,861,619	1,776,907	1,286,251	912,759	1,607,662	1,272,776
Dec'ber.	1,565,770	1,584,948	1,256,000	987,899	1,497,560	1,239,738
January	929,538	1,114,873	635,878	548,118	938,197	687,028
Feb'ary.	435,561	737,080	404,976	441,776	533,398	330,504
March..	426,430	567,622	335,020	321,313	532,284	257,163
April....	294,568	294,755	189,269	211,308	372,770	217,600
May.....	230,150	172,245	141,387	124,076	158,135	126,011
June	136,474	97,845	30,603	54,434	61,441	65,998
July	74,31	44,911	17,460	22,909	22,295	31,783
Total..	8,387,899	8,602,795	6,677,866	5,210,938	7,863,138	5,917,278
P'c't'ge of tot. port receipts July 31.	99·15	97·97	96·59	99·78	98·90	

This statement shows that up to July 31 the receipts at the ports this year were 211,896 bales less than in 1897-98 and 1,710,033 bales greater than in 1896-97. By adding to the totals to July 31 the daily receipts since that time we shall be able to reach an exact comparison of the movement for the different years.

	1898-99.	1897-98.	1896-97.	1895-96.	1894-95.	1893-94.
July 31..	8,387,899	8,602,795	6,677,866	5,210,93-	7,865,138	5,917,278
Aug.1...	554	1,305	8.	1,305	73	582
" 2...	338	1,679	306	8.	479	320
" 3...	1,339	1,323	474	579	190	663
" 4...	2,057	1,486	175	554	8.	815
" 5...	678	6,871	451	682	408	8.
" 6...	8.	287	5,736	262	207	712
" 7...	1,656	8.	342	1,548	112	1,586
" 8...	584	690	8.	1,220	254	399
" 9...	829	770	1,175	8.	966	1,100
" 10...	1,006	785	1,842	1,785	145	1,120
" 11...	3,312	283	377	3,456	8.	1,250
Total..	8,400,252	8,618,274	6,688,744	5,222,329	7,867,972	5,925,825
P'c't'ge of tot. port receipts Aug. 11.		99·33	98·13	96·80	99·83	99 04

This statement shows that the receipts since Sept. 1 up to to-night are now 218,022 bales less than they were to the same day of the month in 1898 and 1,711,508 bales greater than they were to the same day of the month in 1897. We add to the table the percentages of total port receipts which had been received to August 11 in each of the years named.

THE FOLLOWING ARE THE GROSS RECEIPTS OF COTTON at New York, Boston, Philadelphia and Baltimore:

Receipts from—	New York.		Boston.		Philadelph'a.		Baltimore.	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
N. Orleans...	1,610	238,983	......	....	......	....	......	....
Texas	59	189,04?	......	121,3 2	......	....	......	....
Savann'h &c	4(8	253.367	10	145,467	......	....	893	82,998
Mobile ...	......	....	......	....	......	....	......	....
Florida.....	......	5,474	......	....	......	....	......	....
So. Carolina	303	63,035	......	71.144	......	....	......	....
No. Carolina	......	21,490	......	....	......	....	......	....
Virginia...	530	104,63?	......	123,710	......	6,28?	1,500	222,063
North. ports	......	3,964	228	64.538	......	....	......	....
Tenn., &c..	18	120 487	998	315.718	83	52,175	249	64,619
Foreign.....	158	21,39?	......	59.792	......	?,359	......	....
Total.....	3,060	1,021,884	1,256	901,678	83	60,84?	2,642	369,680
Last year....	2,487	1,288,801	2,143	835,381	175	92,787	1,856	319,948

AVERAGES OF TEMPERATURE.—As of interest in connection with our monthly weather record, we have prepared the subjoined table, which shows the State averages of thermometer in April May, June and July for six years, 1894 to 1899.

Thermometer Averages.	April.			May.			June.			July.		
	High.	Low.	Avge.	High.	Low.	Avge.	High.	Low.	Avge.	High.	Low.	Avge.
N. CAR'LINA												
1899	83·2	30·8	56·3	89·8	47·?	68·9	94·6	53·6	74·8	93·6	59·0	7?·6
1898 (full)..	82·0	30·6	55·9	91·4	48·2	68·6	89·7	59·7	74·7	94·2	59·2	77 7
1897 (good)	84·2	31·8	58·3	85·8	48·2	66·3	94·8	56·8	76·0	96·0	55·2	78·7
1896 (good)	90·4	32·3	62·7	93·6	48·2	74·8	91·4	57·0	73·3	96·6	62·8	78·1
1895 (full).	81·2	34·8	57·9	94·6	41·8	64·8	97·4	54·0	75·2	94·6	60·4	76·0
1894 (good)	84·8	34·5	57·1	90·2	38·8	65·2	94·8	47·0	74·1	91·6	59·2	76·3
S. CAR'LINA												
1899......	86·2	32·0	59·5	96·8	50·8	73.9	100·4	55·6	79·1	101·2	60·0	80·0
1898 (full)	83·4	34·0	58·2	99·7	43·5	73·1	98·8	60·3	80·4	97·2	60·0	79·8
1897 (good)	85·8	39·8	62·5	92·6	45·-	69·6	98·8	59·4	79·6	100·6	62·6	80 2
1896 (good)	98·0	37·8	66·6	97·0	52·2	77·4	96·0	56·0	79·?	97·0	64·0	81·0
1895 (full)..	88·8	36·8	61·6	93·2	43·4	69·4	99·0	57·6	78·4	98·2	63·4	79·6
1894 (good)	88·5	38·0	63·7	91 8	42·3	71·2	96·5	51·0	77·2	91·6	59·5	77·6
GEORGIA.												
1899	85·0	35·7	61·5	94·7	54·7	75·3	98·3	56·7	81·3	98·3	62·7	80·4
1898 (full).	83·2	30·3	59·7	97·9	43·2	74·5	95·0	65·0	79 8	97·3	59·5	79 9
1897 (good)	85·7	41·7	63·1	91·7	46·7	70·5	99·0	60·3	80·7	100·0	62·7	82·7
1896 (good)	90·7	39.0	67·6	93·8	57·5	77·1	97·3	59 0	78·0	99·0	64·3	80·8
1895 (full)..	81·6	39·4	65·6	91·6	49·4	70·0	98·1	63·3	79·1	94·4	66·7	81·3
1894 (good)	87·6	40·3	64·4	91·2	43·6	71·4	96·2	55·0	77·5	93·6	62·4	78·7
FLORIDA.												
1899.........	88·9	42·8	67·8	93·8	61·5	77·9	98·8	64·0	81·1	94·3	63·5	81·1
1898 (full).	87·3	44·8	68·2	94·3	52·8	76·7	94 0	64·5	80·4	91·8	66·6	81·0
1897 (good)	85·2	47·5	69·1	90·5	53.0	78·6	95·8	63·9	81·0	92·8	68·0	81·6
1896 (good)	88·8	46·2	70·2	91·3	56·5	77.1	93·2	64·3	71·1	94·3	66·0	80·5
1895 (full)..	88·0	49·0	67·1	89·8	57·2	74·3	91 8	63·3	79·6	93·8	67·7	80·8
1894 (good)	87·5	49·8	69·8	91·8	48·3	74·1	93·2	62·4	77·6	92·5	69·0	79·7
ALABAMA.												
1899.........	87·0	35·2	62·5	92·6	55·4	76·6	99·6	59·6	79·8	94·6	62·6	80·8
1898 (full.)	84·0	32·6	60·8	94·4	40·6	74·0	96·8	64·4	80·4	96·0	61·8	80·0
1897 (good)	85·6	33 2	63·6	89·8	45·0	69 6	100·0	60·0	81·5	99·2	60·4	81·6
1896 (good)	85·2	38·6	69·0	93·8	58·6	76·4	94·2	59·6	77·4	99·5	62·6	81·2
1895 (full)..	83·8	40·0	63·6	91·5	46·8	70·5	96·4	64·6	79·0	95·0	66·8	86·0
1894 (good)	86·6	44·2	66·3	92·7	46·6	73·9	98 2	56·9	78·6	95·0	66·0	79·8
LOUISIANA.												
1899.........	86·0	40·2	65·1	94·8	61·5	78·4	97·0	61·8	79·5	100·5	65·0	84·0
1898 (full).	84·5	34·0	63·1	96·8	47·6	74 9	94·8	67·8	80·8	99·0	66·0	81·6
1897 (good)	84·8	45·2	66·4	89·5	51·2	71·6	99·8	61·0	79·8	98·5	65·8	83·8
1896 (good)	87·5	41·8	68 6	96·4	60·5	77·0	97·8	61·5	79·6	100·5	65·8	83·5
1895 (full)..	88·4	42·6	66·2	88·5	50·0	71·1	94·8	64·4	79·4	97·3	65·8	81·5
1894 (good)	88·2	43·2	69·3	91·8	48·4	71·0	98·1	59·2	77·1	100·6	62·8	80·0
MISSISSIPPI												
1899.........	91·0	34·6	68·0	95·4	57·6	77·2	97·6	58 6	80·0	96·7	64·7	81·7
1898 (full).	88·0	33·6	60·7	94·0	46·8	74·5	94·9	68·3	80·4	97·0	64·5	80·9
1897 (good)	87·0	39·0	63·7	89.8	49·6	69·5	97·8	58·5	80·4	100·7	61·8	82·9
1896 (good)	89·5	38·7	68·2	96·2	54·2	76·3	96 6	56·0	78·7	102·5	63·7	83·8
1895 (full)..	88·2	38·8	68·9	92·6	43·6	69·7	97·2	60·3	78·5	97·0	65 0	80·5
1894 (good)	89·2	42·0	64·4	91·6	44·7	69·7	99·5	49·7	76·5	100·5	59·3	79·1
ARKANSAS.												
1899.........	89·6	31·3	60·7	90·4	54·0	73·0	98·4	56·6	77·1	95·6	59·0	81·7
1898 (full).	88·2	31·4	58·5	91·2	45·6	71·3	98·5	62·8	74·1	94·2	59·2	79·5
1897 (good)	89·6	33·0	60·4	89·2	45·9	67·5	96·0	58·4	77·6	99 6	57·6	81·6
1896 (good)	89·2	32·4	68·0	94·0	54·5	75·2	97 0	54·4	77·4	102·6	59 6	88·8
1895 (full)..	89·4	35·6	68·5	91·8	42·6	67·9	95·0	56·2	77·0	97·2	62·2	77·8
1894 (good)	88·6	38·2	63·0	90·2	41·8	69·9	100·0	48·0	77·1	102·0	57·6	78·3
TENNESSEE.												
1899.........	88·8	31·7	61·7	89·3	54·5	78·8	97·3	56·7	79·7	97·3	60·2	76·1
1898 (full).	81·0	32·7	56·0	89·3	43·3	69·6	93·7	60·7	77·9	98·7	60·3	78·4
1897 (good)	88·7	40·3	60·6	87·9	46·0	67·1	96·0	55·0	77·4	99·0	64·3	81·8
1896 (good)	86·8	39·3	66·2	96·9	56·7	76·3	94·6	55 8	77·1	97·5	64·0	80·8
1895 (full)..	80·0	35·0	64·2	95·?	46·9	65·8	97·1	58·9	77·0	94·3	63·3	76·0
1894 (good)	88·8	36·0	60·4	89.0	41·8	66·4	97·8	45·5	76·0	95·6	61·0	76·1
TEXAS.												
1899.........	89·0	36·2	63·2	99·7	63·5	77·5	94·8	63·2	79·7	98·3	64·6	82·6
1898 (full).	87·6	40·8	65·7	95·3	46·9	74·9	91·8	66·6	80·4	100 0	64·8	82·1
1897 (good)	87·6	43·7	66·5	90·4	51.8	73·8	100·0	66·6	80·5	102·1	63 9	85·1
1896 (good)	89·7	40·1	69·1	95·7	59·0	77·9	99·0	67·0	81·2	99·4	69·1	84·2
1895 (full)..	87·8	39·7	66·8	90·2	50·4	73·7	91·4	61·6	79·6	97·8	67·1	83·3
1894 (good)	91·0	47·1	71·2	94·2	52·0	75·0	97·0	60·4	79·3	103·4	64·0	81·5

Rainfall Averages.	April.		May.		June.		July.	
	Rain-fall.	Days rain.	Rain-fall.	Days rain.	Rain-fall.	Days rain.	Rain-fall.	Days rain.
N'RTH CAROLINA.								
1899	3·72	8	3·16	10	3·76	8	7·47	13
1898 (full)	2·87	10	4·32	10	3·79	10	6·04	17
1897 (good)	3·76	9	2·98	8	3·59	12	4·89	14
1896 (good)	1·51	6	5·94	13	5·70	16	6·97	15
1895 (full)	6·36	15	3·95	11	3·14	10	5·46	11
1894 (good)	1·98	8	4·37	11	2·65	9	5·49	12
SOUTH CAROLINA.								
1899	2·70	8	2·07	6	3·71	9	8·70	10
1898 (full)	4·68	9	1·02	4	3·25	9	9·86	15
1897 (good)	3·59	9	1·59	6	4·79	12	6·98	13
1896 (good)	1·43	6	3·30	9	4·72	13	11·80	11
1895 (full)	5·93	11	5·02	10	3·80	8	5·04	9
1894 (good)	1·44	7	2·31	11	2·72	9	7·15	19
GEORGIA.								
1899	1·71	8	1·45	7	2·32	6	5·94	11
1898 (full)	4·19	9	0.96	5	2·74	8	8·46	16
1897 (good)	4·05	10	1·22	4	3·19	12	6·31	12
1896 (good)	1·91	7	2·91	10	3·86	17	7·31	16
1895 (full)	5·12	9	3·42	12	4·81	10	5·03	12
1894 (good)	1·91	6	3·19	6	4·08	8	9·10	15
FLORIDA.								
1899	2·93	6	1·13	5	6·68	11	7·05	14
1898 (full)	1·34	6	1·22	4	3·27	9	9·28	19
1897 (good)	6·90	10	3·21	6	5·36	13	5·48	13
1896 (good)	1·08	3	2·23	8	10·48	17	8·53	17
1895 (full)	4·41	10	3·88	13	5·41	10	8·73	19
1894 (good)	1·28	5	2·55	8	4·96	13	9·36	22
ALABAMA.								
1899	2·92	8	1·73	4	3·14	7	10·04	12
1898 (full)	3·28	7	0·78	3	3·23	9	5·50	15
1897 (good)	5·13	10	2·40	4	2·61	7	5·66	9
1896 (good)	3·48	6	2·51	7	4·96	12	7·69	10
1895 (full)	3·29	8	2·73	11	5·96	12	4·81	12
1894 (good)	3·58	8	3·08	8	2·58	9	4·50	15
LOUISIANA.								
1899	2·23	5	1·10	4	3·86	11	2·73	13
1898 (full)	3·07	7	1·41	4	7·16	16	4·29	12
1897 (good)	3·34	7	2·14	5	4·96	9	2·57	10
1896 (good)	4·45	4	2·74	5	4·53	9	2·77	9
1895 (full)	1·55	3	5·43	11	5·53	15	5·70	12
1894 (good)	4·15	8	2·94	5	3·08	9	5·27	11
MISSISSIPPI.								
1899	1·75	5	1·99	3	3·85	9	6·97	8
1898 (full)	3·32	6	1·78	4	5·15	14	5·89	14
1897 (good)	2·44	7	1·57	4	2·22	4	5·35	8
1896 (good)	3·46	4	2·29	6	5·12	9	2·04	4
1895 (full)	2·13	6	3·09	8	6·99	12	3·96	11
1894 (good)	3·86	6	3·16	6	2·50	5	5·77	8
ARKANSAS.								
1899	2·78	8	6·28	11	2·78	7	4·90	9
1898 (full)	2·99	11	6·37	8	2·71	9	3·34	10
1897 (good)	4·62	11	2·01	6	3·37	9	2·37	6
1896 (good)	2·56	7	3·14	8	2·17	8	2·96	6
1895 (full)	1·96	8	3·19	11	6·46	14	6·96	15
1894 (good)	5·82	10	3·67	10	0·91	4	5·02	9
TENNESSEE.								
1899	2·72	10	3·77	10	1.72	5	4·99	9
1898 (full)	3·04	9	2·95	8	3·48	10	4·78	15
1897 (good)	5·84	13	2·11	8	2·02	9	4·85	12
1896 (good)	3·42	10	3·28	10	2·35	10	5·09	13
1895 (full)	2·64	9	0·98	7	1·73	7	7·60	16
1894 (good)	5·04	7	3·18	9	3·98	7	4·33	13
TEXAS.								
1899	3·18	7	3·19	5	6·22	9	3·31	6
1898 (full)	2·50	5	2·64	4	5·31	13	2·34	10
1897 (good)	1·99	7	4·24	9	2·35	6	1·95	4
1896 (good)	1·97	5	2·01	4	1·78	5	3·20	8
1895 (full)	1·52	6	8·31	11	5·37	11	2·55	5
1894 (good)	3·42	8	2·43	5	3·65	7	2·75	6

☞ The words "full" and "good," above mean that the aggregate crop for the year was full or good.

THE EXPORTS OF COTTON from New York this week show an increase compared with last week, the total reaching 7,731 bales, against 2,357 bales last week. Below we give our usual table, showing the exports of cotton from New York, and the direction, for each of the last four weeks; also the total exports and direction since Sept. 1, 1898, and in the last column the total for the same period of the previous year.

EXPORTS OF COTTON (BALES) FROM NEW YORK SINCE SEPT. 1, 1898.

Exported to—	Week Ending—				Total since Sept. 1.	Same period previous year.
	July 21.	July 28.	Aug. 4.	Aug. 11.		
Liverpool	151	629	805	4,154	226,021	279,480
Other British ports	150	104	50	1,445	84,572	83,420
TOT. TO GT. BRIT'N.	301	733	855	5,599	310,593	362,900
Havre	500	200	54	.....	30,511	50,327
Other French ports	.....	.....	118	100	2,261	2,950
TOTAL FRENCH	500	200	172	100	32,772	53,277
Bremen	5,949	2,475	.....	1,920	122,297	110,724
Hamburg	1,024	548	158	100	20,827	28,357
Other ports	725	300	100	12	46,312	40,237
TOT. TO NO. EUROPE	7,698	3,323	258	2,032	189,436	179,318
Spain, Italy, &c	4,111	1,550	1,072	.....	102,612	103,159
All other	.....	326	.....	.....	3,180	34,161
TOTAL SPAIN, &C.	4,111	1,876	1,072	.....	105,792	137,320
GRAND TOTAL	12,610	6,132	2,357	7,731	638,593	732,815

NEW ALABAMA COTTON.—The first bale of new Alabama cotton was received at Selma from James F. O'Brien, Burnsville, Alabama, on Wednesday, August 2. It classed strict middling and sold at 8¼c. per lb. Last year the first bale reached Mobile August 6, or four days earlier, in 1897 the earliest arrival was on July 31, and in 1896 on July 26, and in 1895 on August 14, all at Mobile. In 1894 the first arrival was at Selma on August 10 In 1893 Ozark received the first bale on August 2 and in 1892 the first arrival was at Dothan on August 3.

JUTE BUTTS, BAGGING, &C.—The demand for jute bagging has been fairly active the past week at 5⅝@5¾c. for 1¾ lbs. and 6¼@6½c. for 2 lbs., standard grades. Jute butts have been very firm at 1·05c. for paper quality and 1⅝c. for mixing to arrive.

MOBILE'S FIRST BALES.—Two bales of new cotton—the first of the crop of 1899-1900 to reach Mobile—were received on August 8. One came from Wilcox Co., Ala., and weighed 533 lbs.; the other was from Clarke Co., Miss., and weighed 474 lbs. Both bales classed strict middling and brought 7⅛ cents per pound at auction. Last year Mobile's first bale arrived on August 6 and in 1897 on July 31.

SHIPPING NEWS.—As shown on a previous page, the exports of cotton from the United States the past week have reached 18,110 bales. The shipments in detail, as made up from mail and telegraphic returns, are as follows:

	Total bales.
NEW YORK—To Liverpool, per steamer Georgic, 4,154	4,154
To Hull, per steamer Ohio, 1,445	1,445
To Marseilles, per steamer Setty, 100	100
To Bremen, per steamers Koenigen Luise, 1,682....Lahn, 238	1,920
To Hamburg, per steamer Pretoria, 100	100
To Antwerp, per steamer Westernland, 12	12
NEW ORLEANS—To Liverpool—Aug. 7—Steamer Traveller, 956	956
To Hamburg—Aug. 7—Steamer Derwen, 296	296
To Genoa—Aug. 7—Steamer Portuguese Prince, 4,709	4,709
PENSACOLA—To Genoa—Aug. 9—Steamer Trelvon, 500	500
GALVESTON—To Liverpool—Aug. 8—Steamer Winifredian, 1,150	1,150
BALTIMORE—To Liverpool—Aug. 2—Steamer Indore, 1,435	1,435
To Bremen—Aug. 9—Steamer Roland, 536	536
Total	18,110

The particulars of the foregoing shipments, arranged in our usual form, are as follows.

	Great Brit'n.	French ports.	Ger-many.	Oth. N'rope North.	Oth. N'rope South.	Mexico, &c.	Japan.	Total.
New York.	5,599	100	2,020	12	.....	.....	.....	7,731
N. Orleans.	956	.....	296	.....	4,709	.....	.....	5,961
Galveston.	.....	.....	.....	797	.....	.....	.....	797
Pensacola.	.....	.....	.....	.....	500	.....	.....	700
Boston	1,150	.....	.....	.....	.....	.....	.....	1,150
Baltimore.	1,435	.....	536	.....	.....	.....	.....	1,971
Total	9,140	100	2,852	809	5,209	.....	.....	18,110

To Japan since September 1 shipments have been 135,639 bales from Pacific Coast, 15,073 bales from New Orleans, 13,960 bales from Galveston and 3,099 bales from New York.

Below we give all news received to date of disasters to vessels carrying cotton from United States ports, &c.

RAGUSA, steamer (Aust.)—About 300 bales of cotton, consigned to the steamer Ragusa, to arrive at New Orleans from New York, were damaged by fire on the wharf at New Orleans Aug. 9.

Cotton freights at New York the past week have been is follows.

	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Liverpool.....c.	15	20	20	20	20	20
Havre.....c.	25*	25*	25*	25*	25*	25*
Bremen, Aug ...c.	20	20	20	20	20	20
Hamburg, Aug..c.	20	25	25	25	25	25
Amsterdam.....c.	25	27½	27½	27½	27½	27½
Rotterdam.....c.	25	27½	27½	27½	27½	27½
Reval, v. Hamb..c.	30	30	30	30	30	30
Do v. Hull...c.	30	30	30	30	30	30
Do v. Copen.c.	30	30	30	30	30	30
Genoa.....c.	35@40	40	40	40	40	40
Trieste, direct...c.	28	32	32	32	32	32
Antwerp.....d.	7/64	1/8	1/8	1/8	1/8	1/8
Ghent, v. Antw'p.d.	9/64	5/32	5/32	5/32	5/32	5/32

Quotations are cents per 100 lbs. unless otherwise stated.
* And 5 per cent.

LIVERPOOL.—By cable from Liverpool we have the following statement of the week's sales, stocks, &c., at that port.

	July 21.	July 28.	Aug. 4.	Aug. 11.
Sales of the week.....bales.	64,000	58,000	59,000	40,000
Of which exporters took...	6,200	7,000	4,000	2,000
Of which speculators took.	.....	1,000	600	.....
Sales American.....	61,000	55,000	56,000	37,000
Actual export.....	10,000	11,000	6,000	13,000
Forwarded.....	56,000	58,000	57,000	44,000
Total stock—Estimated.....	1,134,000	1,097,000	1,047,000	1,016,000
Of which American—Est'd.	1,043,000	1,018,000	972,000	935,000
Total import of the week.....	21,000	27,000	13,000	26,000
Of which American.....	20,000	13,000	11,000	15,000
Amount afloat.....	31,000	27,000	21,000	17,000
Of which American.....	25,000	21,000	17,000	12,000

The tone of the Liverpool market for spots and futures each day of the week ending Aug. 11 and the daily closing prices of spot cotton, have been as follows.

Spot.	Sat'day.	Monday.	Tuesday.	Wed'day.	Thurs'y	Friday.
Market, 1:45 P. M.	Holiday	Holiday	Harden'g tendency.	Fair business doing.	Harden'g tendency.	Harden'g tendency.
Mid. Upl'ds.			3 13/32	3 7/16	3 7/16	3 15/32
Sales.....			10,000	10,000	10,000	8,000
Spec. & exp.			1,000	1,000	1,000	500
Futures.						
Market, 1:45 P. M.			Steady.	Steady.	Steady at 1-64 advance.	Steady at 1-64 advance.
Market, 4 P. M.			Firm.	Very steady.	Steady.	Feverish.

The prices of futures at Liverpool for each day are given below. Prices are on the basis of Uplands, Low Middling clause, unless otherwise stated.

☞ *The prices are given in pence and 64ths thus 2 63 means 2 63-64d., and 3 01 means 3 1-64d.*

Aug. 5 to Aug. 11	Sat.	Mon.	Tues. 1:45 P.M.	Tues. 4 P.M.	Wed. 1:45 P.M.	Wed. 4 P.M.	Thurs. 1:45 P.M.	Thurs. 4 P.M.	Fri. 1:45 P.M.	Fri. 4 P.M.
			d.	d.	d.	d.	d.	d.	d.	d.
August	Holiday	Holiday	3 21	3 22	3 23	3 24	3 25	3 25	3 28	3 32
Aug.-Sept.			3 20	3 21	3 22	3 23	3 24	3 24	3 27	3 31
Sept.-Oct.			3 19	3 20	3 21	3 22	3 23	3 23	3 25	3 29
Oct.-Nov.			3 18	3 19	3 20	3 21	3 21	3 22	3 24	3 28
Nov.-Dec.			3 17	3 18	3 19	3 20	3 20	3 21	3 23	3 26
Dec.-Jan.			3 17	3 18	3 19	3 20	3 20	3 21	3 23	3 26
Jan.-Feb.			3 17	3 18	3 19	3 20	3 20	3 21	3 23	3 26
Feb.-Mch.			3 17	3 18	3 19	3 20	3 21	3 22	3 23	3 27
Mch.-April.			3 18	3 19	3 50	3 21	3 21	3 22	3 24	3 29
April-May.			3 18	3 20	3 21	3 22	3 22	3 23	3 25	3 28
May-June			3 19	3 21	3 21	3 23	3 23	3 23	3 25	3 29
June-July			3 20	3 21	3 22	3 23	3 23	3 24	3 26	3 30

BREADSTUFFS.

FRIDAY, August 11, 1899.

A dull, dragging market has been experienced for wheat flour. The demand from jobbers has been at a minimum, as they generally have their wants fairly well supplied for the present, and there has been nothing in the situation to induce buying ahead. The undertone of the market, however, has held fairly steady, reflecting the comparative steadiness of the market for the grain, and millers have not been disposed to force sales. Rye flour has been quiet but steady. Corn meal has had only a jobbing sale, but values have been unchanged and steady.

Speculation in wheat for future delivery has been quiet, but the tone of the market has held fairly steady, no decided changes having occurred in values. Early in the week prices showed a fractional loss, the apathy of speculation, together with a large increase in the supply in sight and the absence of advices from the United Kingdom markets, having a weakening influence. Absence of an export demand also operated against values. Wednesday there was a better tone to the market and prices made a fractional advance. The movement of the crop was comparatively small, cable advices were stronger, and it was anticipated that the monthly Bureau report would be less favorable than previously expected. Thursday there was a dull, narrow market, closing with prices slightly lower for the day. Business in the spot market has been quiet, as exporters have been only very limited buyers and the demand from local millers has been light. To-day the market was fairly active and higher. The monthly Bureau report was less favorable than expected and this stimulated buying. The spot market was quiet; the sales for export here and at outports were 40,000 bushels.

DAILY CLOSING PRICES OF NO. 2 RED WINTER IN **NEW YORK.**

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Cash wheat f. o. b.	75⅞	75⅝	75	75⅝	75⅝	77⅛
Sept. delivery in elev.	74⅞	74⅜	74	74⅝	74¼	76⅛
Dec. delivery in elev.	77¼	76⅞	76⅝	77	76¾	78⅜
May delivery in elev.	....	....	79¼	79⅞	79⅝	81⅜

DAILY CLOSING PRICES OF NO. 2 SPRING IN **CHICAGO.**

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Sept. delivery in elev.	69¼	69	68⅛	69⅛	68⅞	70⅜
Dec. delivery in elev.	71¼	71¼	70⅞	71⅜	71⅛	73⅛
May delivery in elev.	74⅜	74⅛	74⅛	74⅝	74⅜	76¼

Indian corn futures have been moderately active and there has been a slight hardening of values. Crop prospects have continued favorable, indications being for a bumper crop. Early in the week the crop movement was fairly heavy. Subsequently, however, the offerings from the country fell off, and this, together with a continued active export demand, stimulated buying by shorts to cover contracts, and prices made a fractional advance. Business on the spot has continued fairly brisk and prices have advanced. To-day the market held steady with wheat. The spot market was fairly active and firm. Sales for export here and at outports were 400,000 bushels.

DAILY CLOSING PRICES OF NO. 2 MIXED CORN IN **NEW YORK.**

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Cash corn, f. o. b.	37½	37½	37⅝	38⅛	37⅝	38
Sept. delivery in elev.	36¼	36⅛	36⅝	37	36⅛	36⅜
Dec. delivery in elev.	34⅞	35	34⅞	35⅛	34⅛	34⅜

DAILY CLOSING PRICES OF NO. 2 MIXED CORN IN **CHICAGO.**

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Sept. delivery in elev.	30⅝	30⅝	30¾	31⅛	30⅝	30¾
Dec. delivery in elev.	28⅝	28⅝	28⅛	28⅜	28¼	28¼
May delivery in elev.	29⅝	29⅛	29⅛	29⅜	29¼	29⅜

Oats for future delivery in the Western market have received comparatively little attention, and only slight changes have occurred in prices. The movement of the crop has been heavy, and crop prospects have been favorable. A good cash demand, together with sympathy with the steadiness in corn, however, have held values to a steady basis, and on Wednesday buying by shorts to cover contracts advanced prices slightly. Locally the spot market has been fairly active at somewhat better prices. Exporters have been buyers. To-day the market was quiet but steady. The spot market was fairly active, and sales for export here and at outports were 490,000 bushels.

DAILY CLOSING PRICES OF OATS IN **NEW YORK.**

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
No. 2 mixed in elev.	27	27	27⅛	27⅜	27	27
No. 2 white in elev.	28⅛	29	28½	29	29	28⅛

DAILY CLOSING PRICES OF NO. 2 MIXED OATS IN **CHICAGO.**

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Sept. delivery in elev.	19½	19½	19½	19⅝	19⅝	19⅝
Dec. delivery in elev.	19⅝	19⅝	19¾	19⅞	19½	19⅝
May delivery in elev.	21⅛	21	21⅛	21¼	21⅛	21¼

Rye has been quiet but values have held steady. Barley has been in slow demand but prices have been well maintained.

Following are the closing quotations:

FLOUR.

Fine	$2 10	@2 35	Patent, winter	$3 55 @3 95
Superfine	2 25	@2 35	City mills, patent	3 90 @4 00
Extra, No 2	2 15	@2 55	Rye flour, superfine	2 90 @3 35
Extra, No 1	2 65	@2 80	Buckwheat flour	.... @....
Bakers' extra	2 50	@3 30	Corn meal—	
Straights	3 10	@3 40	Western, etc	2 10 @....
Patent, spring	3 70	@4 35	Brandywine	2 15 @2 20

(Wheat flour in sacks sells at prices below those for barrels.)

GRAIN.

Wheat, per bush.—	c.	c.	Corn, per bush—	c. c.
Hard Duluth, No 1	80⅜	@82⅛	Western mixed	35¼ @38½
N'th'n Duluth, No 1	76⅝	@78⅞	No. 2 mixed	36¼ @38¼
Red winter, No. 2	75⅜	@77⅝	Western yellow	37½ @39¼
H'd Manitoba, No 1	77⅛	@79⅞	Western white	37 @38¾
Oats—Mix'd, per bsh.	26½	@28½	Rye, per bush—	
White	27½	@34	Western	*5 @59½
No. 2 mixed	27	@28	State and Jersey	55 @59
No. 2 white	28½	@29½	Barley—Western	42 @50
			Feeding	37½ @40½

AGRICULTURAL DEPARTMENT'S REPORT ON CEREAL CROPS, &c., August 1.—The Agricultural Department issued on the 10th inst. its report on the cereal crops for the month of July, as follows:

The August report of the Statistician of the Department of Agriculture shows the following averages of condition on Aug. 1:

Corn	89·9	Spring rye	89·0
Spring wheat	83·6	Buckwheat	93·2
Oats	90·8	Potatoes	93·0
Barley	93·6	Timothy hay	86·7

The average condition of corn improved 3·4 points during July, and on August 1 it was 2·9 points higher than at the corresponding date last year, 5·7 points higher than on August 1, 1897, and 3·2 points above the mean of the August averages for the last ten years. The averages in the principal States are as follows: Ohio, 90; Indiana, 94; Illinois, 91; Iowa, 82; Missouri, 88; Kansas, 106, and Nebraska, 99.

The condition of corn on July 1 and August 1 in each of the last five years is shown in the following:

CONDITION OF CORN.

States.	1899. Aug. 1	1899. July 1.	1898. Aug. 1.	1898. July 1.	1897. Aug. 1.	1897. July 1.	1896. Aug. 1.	1896. July 1.	1895. Aug. 1.	1895. July 1.
Illinois	91	86	72	83	93	82	106	98	106	92
Iowa	82	81	92	100	78	75	103	94	107	105
Missouri	88	85	86	78	87	92	85	81	115	109
Kansas	106	92	69	83	70	90	109	102	90	104
Indiana	94	90	86	94	92	83	105	111	100	95
Nebraska	99	93	85	90	84	82	108	103	76	95
Ohio	90	85	89	90	85	76	105	106	89	91
Michigan	95	89	83	94	85	80	96	100	75	90
Wisconsin	91	85	96	99	90	80	101	102	87	96
Minnes'ta	94	94	102	95	77	70	95	95	95	97
Texas	87	84	104	103	83	101	38	39	113	118
Tennessee	76	83	93	96	90	90	96	90	110	98
Kentucky	73	80	97	95	92	87	102	97	113	96
Pennsylv.	93	85	82	89	82	74	104	98	90	87
Av'ge U.S	88·9	84·5	87·0	90·5	84·2	82·9	96·0	92 4	102·5	99 2

The average given above for all the States is the average as given by the Department.

The average condition of spring wheat declined 8·1 points during July, and on August 1 it was 12·9 points lower than at the corresponding date last year, 3·1 points lower than on August 1, 1897, and 0·3 point below the mean of the August averages for the last ten years. The condition in the principal States is as follows: Minnesota, 90; Iowa, 89; Nebraska, 66; South Dakota, 84; North Dakota, 86; Washington, 85, and Oregon, 91.

The average condition of oats improved 0·8 points during July, and on August 1 it was 6·6 points higher than at the corresponding date last year, 4·8 points higher than on August 1, 1897, and 8·3 points above the mean of the August averages for the last ten years. The averages in the principal states are as follows: New York 90; Pennsylvania, 98; Ohio and Missouri, 93; Michigan, 100; Indiana and Wisconsin, 96; Illinois, 102; Minnesota, 95; Iowa, 91; Kansas, 85, and Nebraska, 92.

The proportion of the oat crop of last year still in the hands of farmers is estimated at 6·9 per cent, as compared with 6·4 per cent of the crop of 1897 in farmers' hands one year ago and 10·1 per cent of the crop of 1896 in farmers' hands two years ago.

The average condition of barley improved 1·6 points during July, and on August 1 was 14·3 points higher than at the corresponding date last year, 6·1 points higher than on August 1, 1897, and 8·6 points above the mean of the August averages for the last ten years. The condition in the principal states is as follows: New York and Minnesota, 90; Wisconsin, 96; Iowa and North Dakota, 94; South Dakota, 89, and California, 97.

The average condition of spring rye declined ·7 point during July, and on August 1 was 4·7 points lower than at the corresponding date last year, and ·8 point lower than on August 1, 1897, but still 1·5 above the mean of the August averages for the last ten years. In Wisconsin, which State produces more than one-half of the entire spring rye crop, the condition on August 1 was 93.

Preliminary returns indicate an increase of seven tenths of one per cent in the acreage in buckwheat, as compared with last year. There is an apparent increase of 5 per cent in New York and of 2 per cent in Pennsylvania. The average condition of buckwheat is 6 points higher than at the corresponding date last year, 1·7 point lower than on August 1, 1897, and 2·2 points above the mean of the August averages for the last ten years.

The average condition of potatoes declined ·8 point during July but is still 9·1 points higher than on August 1, 1899, 15·1 points higher than at the corresponding date in 1897 and 6·9 points above the mean of the August averages for the last ten years.

Of the thirteen principal sweet potato States, eight report a decline during July and four an improvement, while in one, North Carolina, the condition remains about the same.

Preliminary returns indicate a reduction of 3·4 per cent in the hay acreage. Of the States mowing one million acres or upward last year, only Missouri, Kansas, Nebraska, South Dakota and California show an increased acreage. The condition of Timothy hay is 12·6 points below that of last year.

The average condition of tobacco has declined 11 points in Kentucky, 6 in Tennessee and Missouri, 3 in Virginia and Pennsylvania, 2 in Massachusetts, 1 in Ohio and Wisconsin and 8 in Indiana. On the other hand, it has improved 5 points in North Carolina and Maryland, 2 points in New York and has about held its own in Connecticut.

There are but few States from which the reports as to the apple crop are not even more unfavorable than they were last month.

There has been a marked improvement in the condition of pastures throughout the New England States and also in New York and Pennsylvania, with some improvement also in Ohio, Kansas, Michigan and Texas. On the other hand, there has been a falling off in condition in Kentucky, Indiana, Illinois, Iowa, Missouri and throughout the Northwest.

The condition of the various crops on Aug. 1 is given below.

	1899.	1898.	1897.	1896.	1895.	1894.	1893.
Corn	89·9	87·0	84·2	96·0	102·5	69·1	87·0
Spring wheat	83·6	96·5	86·7	78·9	95·9	67·1	67·0
Spring rye	89·0	93·7	89·8	88·0	84·0	79·8	78·5
Oats	90·3	84·2	86·0	77·3	84·5	76·5	78·3
Barley	93·6	79·3	87·5	82·9	87·2	69·8	84·6
Potatoes	93·0	83·9	77·9	94·8	87·7	74·0	86·0
Cotton	84·0	91·2	86·9	80·1	77·9	91·6	80·4
Tobacco	....	....	78·7	86·5	82·7	74·9	82·2
Buckwheat	93·2	87·2	94·9	96·0	85·2	82·3	88·8

GOVERNMENT WEEKLY GRAIN REPORT. Mr. James Berry, Chief of the Climate and Crop Division of the United States Weather Bureau, made public on Tuesday the telegraphic reports on the grain crops in the various States for the week ending August 7, as follows:

WEATHER.—The week ending August 7th has been one of generally favorable weather conditions in the States of the Central Valleys, as well as over the greater part of the Atlantic coast and East Gulf districts and lake regions, central and southern Rocky Mountain regions and on the Pacific coast. Drouth now prevails over the greater part of Texas, Oklahoma and in portions of the Dakotas, Minnesota, Wisconsin, New York, New England and localities in Pennsylvania, Virginia and the Carolinas. Excessive rains delayed work in Southern Minnesota and Upper Michigan, and violent local storms, accompanied by hail, proved very destructive in portions of West Virginia, Maryland, New Jersey and North Dakota.

CORN.—The general condition of corn is further improved, and the outlook for an abundant crop in the great corn States of the Central Valleys, as well as in the Middle Atlantic States is not promising. In Iowa, Missouri and Illinois, where drouth conditions existed to a greater or less extent at the close of the previous week, generally ample rains have fallen, practically placing the crop beyond further danger from drouth. In Nebraska it was feared that corn had suffered injury from excessive heat, but the heavy rains following have placed the crop in excellent condition. In Kansas corn continues generally in fine condition, but it has been injured by drouth in some southern counties. The crop is being gathered in the Southern States, and some early corn has been cut as far north as Southern Kansas.

SPRING WHEAT.—Spring wheat harvest has been interrupted by rains in Southern Minnesota and threshing has been retarded in Nebraska and Iowa, grain in shock in the last-named State having been unfavorably affected by excessive moisture. Spring wheat in northeastern North Dakota has been seriously damaged by a severe hailstorm. Otherwise the weather conditions of the past week have been very favorable to spring wheat, there having been no excessively high temperatures such as prevailed in the Dakotas during the two preceding weeks. In Washington and Oregon good weather for harvesting has been experienced, but the crop promises yields below the average, although some good yields are reported from Washington. In Oregon fall-sown grain is reported as better than usual, although shriveled to some extent in the eastern portion of the State.

OATS.—Oats harvest has been delayed by heavy rains in Southern Minnesota, but continues, where unfinished, in the extreme northern districts. Threshing is in general progress and as a rule the yields are good.

TOBACCO.—The weather conditions in the principal tobacco States have been highly favorable to tobacco, which is reported as greatly improved in Kentucky, Tennessee and North Carolina, the general outlook being very promising, although some damage from local storms is reported from Florida and portions of Southern Maryland and New York.

PLOWING.—The soil conditions have been very favorable for plowing for fall seed in the central valleys and Middle Atlantic States, where considerable progress with this work has been made.

For other tables usually given here see page 319

THE DRY GOODS TRADE.

NEW YORK, FRIDAY, P. M., August 11, 1899

The general market has not proved as active at first hands as expected this week, but there has still been an increase in the volume of business in progress. The tone continues good throughout. In the cotton-goods division there is no evidence of stocks accumulating in spite of an unusually large production, and it is quite probable that buyers will find some difficulty in finding supplies to meet all their fall-season requirements. At the present rate of distribution reported from second hands, the supplementary demand should prove above the average of recent years, while there is much less than an average ready and prospective unsold supply to meet it. Under such conditions sellers regard the future with equanimity. They are exercising no pressure to force business; in some important directions they are growing more reserved, and prices are occasionally tending upwards. At the close of the week a decided advance in the price of raw cotton is attracting attention, although it can hardly yet be counted a positive factor. The men's-wear woolens division of the market is strong with advancing prices

WOOLEN GOODS.—The American Woolen Company opened its lines of fancy piece-dyed worsteds this week at advances ranging from 5 to 15 per cent, at which a considerable business has been done. They also advanced clay worsteds 5c. per yard for 16 and 18-ounce makes. Their serges are withdrawn. In some other quarters also serges have been withdrawn. The worsted situation is a decidedly strong one, and sellers are very reserved on all staple varieties. Fancy worsteds, have sold well. In woolen goods the demand, although not to be compared with that for worsteds, is of fair dimensions, and prices are firm. There has been no material change in the market for overcoatings, and a moderate demand coming forward at firm prices. Cloakings continue dull. Dress goods firm with fair sales. Flannels are advancing in price. Blankets quietly firm.

DOMESTIC COTTON GOODS.—The exports of cotton goods from this port for the week ending Aug. 7 were 1,628 packages, valued at $84,432, their destination being to the points specified in the tables below:

NEW YORK TO AUG. 7.	1899. Week.	1899. Since Jan. 1.	1898 Week.	1898 Since Jan. 1
Great Britain	14	1,329	44	2,233
Other European	21	647	18	771
China	253	159,691	......	108,181
India	10	1,656	912	8,911
Arabia	......	29,880	900	22,212
Africa	105	10,672	85	7,755
West Indies	330	19,434	420	8,751
Mexico	8	2,710	43	2,628
Central America	269	6,850	233	4,422
South America	525	28,911	474	31,053
Other Countries	93	5,288	34	12,433
Total	1,628	267,068	3,163	209,350
China, via Vancouver*	......	19,324	3,346	9,723
Total	1,628	286,402	6,509	219,073

* From New England mill points direct.

The value of the New York exports for the year to date has been $9,514,588 in 1899, against $7,317,544 in 1898.

In some makes of heavy sheetings and drills popular for export advances of 1 to 2 per cent are reported, and 4-yard sheetings are occasionally ⅛c. dearer. The demand from the home trade has been on a fuller scale, but export buying has fallen off somewhat. Converters and printers have bought grey goods freely at full prices. Ducks firm with moderate sales. Bleached cottons are well sold up, demand fair and prices firm. Wide sheetings firm and occasionally 5 per cent higher. The cutting-up trades have bought fair quantities of denims, plaids and other coarse, colored cottons, but jobbing demand indifferent. Prices steady. Cotton flannels and blankets quietly steady. Re-orders for dark fancy prints are expanding and fair sales recorded at previous prices. Other lines of prints have been in avesage request and unchanged. Sales of staple and dark dress ginghams restricted by scarcity of ready supplies. Prices firm. Fine ginghams for spring in good request. No business reported in regular print cloths. Price unchanged at 2¾c. Odds have sold freely in both wide and narrow goods in a steady market.

FOREIGN DRY GOODS.—General demand for fall lines moderate and without special feature. Dress goods, silks and linens generally firm in price. Burlaps in better request and advancing in price.

Importations and Warehouse Withdrawals of Dry Goods

The importations and warehouse withdrawals of dry goods at this port for the week ending August 10, 1899, and since January 1, 1899, and for the corresponding periods of last year are as follows:

IMPORTS ENTERED FOR CONSUMPTION FOR THE WEEK AND SINCE JANUARY 1, 1899 AND 1898.	Week Ending Aug. 10, 1899. Pkgs.	Week Ending Aug. 10, 1899. Value.	Since Jan. 1, 1899. Pkgs.	Since Jan. 1, 1899. Value.	Week Ending Aug. 11, 1898. Pkgs.	Week Ending Aug. 11, 1898. Value.	Since Jan. 1, 1898. Pkgs.	Since Jan. 1, 1898. Value.
Manufactures of—		$		$		$		$
Wool	1,193	368,349	24,394	5,894,408	854	256,929	28,480	6,294,380
Cotton	1,808	431,937	60,487	14,6?0,548	1,285	284,323	58,297	12,028,676
Silk	1,215	483,193	41,427	19,569,716	1,012	451,107	37,668	17,096,971
Flax	1,220	220,296	49,161	6,990,326	1,360	201,933	62,258	6,144,083
Miscellaneous	1,577	149,860	269,682	6,056,556	989	179,405	200,377	6,062,260
Total	7,011	1,653,635	445,151	53,161,554	5,508	1,373,697	380,080	47,624,370
WAREHOUSE WITHDRAWALS THROWN UPON THE MARKET.								
Manufactures of—								
Wool	183	56,615	6,068	1,728,739	210	60,243	4,732	1,556,349
Cotton	486	122,389	12,051	3,140,372	355	81,061	9,023	2,351,031
Silk	243	83,182	4,184	2,068,479	131	55,654	4,041	2,059,481
Flax	470	70,068	12,180	1,568,583	472	56,751	15,514	1,589,660
Miscellaneous	1,170	22,982	311,183	1,540,951	1,984	25,083	120,081	1,091,087
Total withdrawals	2,551	355,186	345,666	10,047,024	3,152	287,792	153,341	8,647,728
Ent'd for consump.	7,011	1,653,635	445,151	53,161,554	5,508	1,373,697	380,080	47,624,370
Total marketed	9,562	2,008,821	790,817	63,208,578	8,660	1,661,489	533,421	56,272,098
IMPORTS ENTERED FOR WAREHOUSE DURING SAME PERIOD.								
Manufactures of—								
Wool	112	28,416	6,437	1,742,586	247	52,807	8,934	2,580,776
Cotton	433	122,950	12,882	3,207,281	309	66,904	10,019	2,536,691
Silk	172	52,968	4,182	2,199,407	152	73,756	4,846	2,608,987
Flax	162	28,907	10,757	1,704,159	272	41,533	16,675	1,956,610
Miscellaneous	334	16,028	312,117	1,530,916	269	26,035	188,109	1,391,422
Total	1,213	249,169	346,385	10,384,388	1,249	261,035	228,583	11,074,486
Ent'd for consump.	7,011	1,653,635	445,151	53,161,554	5,508	1,373,697	380,080	47,624,370
Total imports	8,224	1,902,804	791,536	63,545,912	6,757	1,634,732	608,663	58,698,836

State and City Department.

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Transient matter (each time)	$4 20	Three Months (13 times)	$29 00
STANDING BUSINESS CARDS.		Six Months (26 times)	50 00
Two Months (8 times)	$22 00	Twelve Months (52 times)	87 00

Colorado.—*Extra Session of Legislature.*—Gov. Charles S. Thomas recently stated that an extra session of the State Legislature this fall—probably in October or November—seemed inevitable. The extra session is made necessary by the need of $600,000 additional revenue for State purposes, owing to the fact that the assessors have not increased the valuations sufficiently. The Governor suggests as means to this end an inheritance tax, an increase in the insurance levy and a special assessment on express companies.

Yavapai County, Ariz.—*Litigation.*—The following special dispatch from Prescott, bearing date July 26, 1899, is taken from the Denver "Republican:"

There has just been submitted to the District Court in this city (Prescott) the question as to whether a county can be compelled to pay interest and principal on bonds issued in subsidy of a railroad that has since become defunct and of which not a vestige now remains.

The subsidy, issued in bonds of Yavapai County, was $258,000. Two years ago this amount was funded by the Territorial Loan Commission into Territorial 5 per cents, on which Yavapai County absolutely refuses to pay interest.

The railroad was the Prescott & Arizona Central, running from Prescott Junction, now Seligman, on the Santa Fe Pacific, a distance of 72 miles, to Prescott.

Bond Calls and Redemptions.

Alma Township, Wabaunsee County, Kan.—*Bond Call.*—August Falk, Township Treasurer, calls for payment Aug. 28, 1899, at the State fiscal agency in New York City $29,000 6% bonds issued May 1, 1887, in aid of the Chicago Kansas & Nebraska Railway.

Clark's Creek Township, Morris County, Kan.—*Bond Call.*—This township will redeem on Sept. 1, 1899, fifteen $1,000 bonds issued May 1, 1887, in aid of the Chicago Kansas & Nebraska Railroad. S. H. Atkinson is the Township Treasurer.

Denver, Col.—*Bond Call.*—Paul J. Sours, City Treasurer, has called for payment Oct. 1, 1899, bonds Nos. 1 to 7, inclusive, issued July 1, 1899, for public buildings of the late town of Highlands. Mr. Sours has also called for payment Sept. 1, 1899, the following bonds:

SEWER BONDS.

Broadway Storm Sewer District No. 1—Bonds Nos. 6 to 17, both inclusive.
Capitol Hill Sanitary Sewer District No. 1—Bonds Nos. 257 to 273, both inclusive.
North Denver Sanitary Sewer District No. 2—Bonds Nos. 227 to 245, both inclusive.
South Side Sanitary Sewer District No. 1—Bonds Nos. 267 to 277, both inclusive.
South Side Sanitary Sewer District No. 2—Bond No. 20.
Thirteenth Street Sanitary Sewer District Refunding Warrants—Nos. 128 and 129.

PAVING BONDS.

Broadway Paving District No. 2—Bonds Nos. 13 and 14.
Colfax Avenue Paving District No. 1—Bonds Nos. 14 to 20, both inclusive.
Court Place Paving District—Bond No. 72.
Fifteenth Street Paving District No. 1—Bonds Nos. 16 to 19, both inclusive.
Larimer Street Paving District No. 1—Bonds Nos. 143 to 149, both inclusive.
Larimer Street Paving District No. 2—Bonds Nos. 178 and 179.
Lower Sixteenth Street Paving District No. 1—Bond No. 5.
Nineteenth Street Paving District No. 1—Bonds Nos. 106 to 117, both inclusive.
Nineteenth Street Paving District No. 2—Bond No. 116.

Upon request from the holders of any of the above bonds ten days before the expiration of these calls, the City Treasurer will arrange for their payment at The Mercantile Trust Co., New York City, but not otherwise.

Empire Township, Ellsworth County, Kan.—*Bond Call.*—Interest will cease on Sept. 1, 1899, on $25,000 bonds issued in denomination of $1,000 on Nov. 1, 1887, in aid of the Kanopolis & Kansas Central Railroad. The Township Treasurer is Frederick A. Meryweather.

Kingman County, Kan.—*Bond Call.*—The Board of County Commissioners, I. N. Hays, Chairman, called for payment August 2, 1899, at the County Treasurer's office at Kingman, all outstanding 6% bonds issued August 2, 1886, to the Denver Memphis & Atlantic Railway. Interest ceased on these bonds on August 2, 1899.

Liberty Township, Linn County, Kan.—*Bond Call.*—Official notice has been given by Robert Tyson, Township Treasurer, that interest will cease on Sept. 1, 1899, on twenty-five $1,000 bonds dated Jan. 1, 1889, and issued in aid of the Kansas City & Pacific Railroad.

Maple Hill Township, Wabaunsee County, Kan.—*Bond Call.*—Notice has been given by Thomas Browlee, Township Treasurer, that $27,000 6% bonds issued May 1, 1887, in aid of the Chicago Kansas & Nebraska Railway will be paid Aug. 28, 1899, at the State fiscal agency in New York City.

Multnomah County, Ore.—*Warrant Call.*—Ralph W. Hoyt, County Treasurer, has called for payment county warrants, classes B and C, drawn upon the road fund, that were presented and indorsed "Not paid for want of funds" from July 8, 1898, to August 31, 1898, both dates inclusive. Interest on these warrants ceased on August 31, 1899.

The County Treasurer has also called for payment county warrants, Class 35, drawn upon the general fund from March 1, 1898, to May 31, 1898, both dates inclusive. Interest on these warrants ceased on July 26, 1899.

Smoky Hill Township, McPherson County, Kan.—*Bond Call.*—A. E. Argelius, Township Treasurer, has called for payment on Aug. 15, 1899 (after which date all interest will cease) at the State fiscal agency, in New York City, $15,000 bonds, dated Jan. 1, 1888, issued in aid of the Council Grove Smoky Valley & Western Railway Co.

Victoria Township, Rice County, Kan.—*Bond Call.*—On Sept. 1, 1899, $22,000 bonds issued Dec. 30, 1887, in aid of the Kansas Midland Railroad, will be payable at the State fiscal agency in New York City. Notice to this effect has been given by Fred. E. Fuller, Township Treasurer.

Warm Springs, Ga.—*Bond Call.*—Chas. L. Davis has called for payment Oct. 1, 1899, improvement bonds Nos. 13 and 14. Bonds are in denomination of $500, and will be paid at the Columbus Savings Bank, Columbus, Ga.

Washington.—*Warrant Call.*—State Treasurer Young on July 31, 1899, called for payment warrants Nos. 39,286 to 42,785, inclusive, on the general fund, and Nos. 2751 to 2890 on the military fund. The amount of the call is $211,967 for the general fund and $10,439 for the military fund.

Washington Township, Rice County, Kan.—*Bond Call.*—Kansas Midland Railroad aid bonds amounting to $20,000 have been called for payment on Sept. 1, 1899, by D. R. Goesman, Township Treasurer. Denomination of bonds is $500.

Washington Township, Wabaunsee County, Kan.—*Bond Call.*—John Cromer, Township Treasurer, has called for payment August 28, 1899, twenty $1,000 bonds issued May 1, 1887, in aid of the Chicago Kansas & Nebraska Railway.

White Township, Kingman County, Kan.—*Bond Call.*—E. R. Kelley, Township Treasurer, has called for payment Sept. 1, 1899, at the State fiscal agency in New York City, ten $1,000 bonds issued Sept. 1, 1889, in aid of the Hutchinson Oklahoma & Gulf Railroad.

Bond Proposals and Negotiations this week have been as follows:

Akron, Ohio.—*Bond Offerings.*—Chas. H. Isbell, City Clerk, gives notice that at 10 A. M. Sept. 2, 1899, the following bonds will be sold at public auction at his office:

$10,000 4% Johnson Street improvement bonds, maturing $2,000 yearly.
6,000 4% sewer bonds, maturing $1,500 yearly.
3,000 4% Buckeye Street improvement bonds, maturing $1,000 yearly.

With the exception of four $500 sewer bonds, all the above bonds are in denomination of $1,000, dated Sept. 2, 1899. Interest will be payable semi-annually at the National Park Bank, New York City.

Arapahoe County (P. O. Cherrelyn, Col.) School District.—*Bond Sale.*—On July 31, 1899, the $9,000 5% 10 20-year refunding bonds were awarded to E. H. Rollins & Sons, Denver, at 104·306. Following are the bids:

E. H. Rollins & Sons, Denver	$9,387 57	W. E. Robinson	$9,341 50
Central Trust Co., Denver	9,369 20		

A description of the bonds was given in the Chronicle July 29, 1899, p. 245.

Augusta, Ga.—*Bonds Proposed.*—An ordinance has been introduced in the City Council providing for the issuance of $66,000 refunding bonds.

Augusta, Me.—*Bond Offering.*—Proposals will be received until 10 A. M. August 14, 1899, by Samuel W. Lane, Mayor, for $40,000 3½% funding bonds. Securities are in denomination of $1,000, dated Sept. 1, 1899. Interest will be payable March 1 and September 1 at the office of the City Treasurer. Principal will mature Sept. 1, 1924. A certified check for $500, payable to the city of Augusta, will be required with each proposal.

Austin, Texas.—*Bond Offering.*—Proposals will be received until 10 A. M. Sept. 1, 1899, by John D. McCall, Mayor, for $35,000 5% gold high-school bonds. Interest will be payable semi-annually in New York City. Principal will mature August 1, 1919, subject to call $10,000 after August 1, 1904, and $25,000 after August 1, 1909. A certified check for 5% of bid, payable to the Mayor, will be required with each proposal.

Babylon Union Free School District No. 4 (P. O. Lindenhurst), Suffolk County, N. Y.—*Bond Offering.*—Proposals will be received until August 19, 1899 (to be opened on August 21) by Wm. Rall, President Board of Education, for $2,800 5% bonds. Securities are in denomination of $100, dated Sept. 1, 1899. Interest will be payable semi-annually. Principal will mature $1,000 on Sept. 1, 1905; $1,000 Sept. 1, 1910, and $800 Sept. 1, 1914.

Bainbridge, Ross County, Ohio.—*Bond Sale.*—On August 2, 1899, the $7,000 5% 1-7-year (serial) electric-light plant bonds were awarded to W. P. Sheible, Bainbridge, at 106·085. Following are the bids:

A. B. Sheible, Bainbridge	$7,428 00	Meyer & Kiser, Indianapolis	$7,256 20
First Nat. Bank, Chillicothe	7,395 50	Seasongood & Mayer, Cincin	7,235 20
Rockhold, Brown & Co., Bainbridge	7,366 00	Denison, Prior & Co., Cleve	7,227 50
W. J. Hayes & Sons, Cleve	7,287 00	S. A. Kean, Chicago	7,192 50
Briggs, Todd & Co., Cincin	7,281 00	Cent. Nat. Bank, Chillicothe	7,177 00
Lamprecht Bros. Co., Cleve	7,270 00	N. W. Harris & Co., Chicago	7,162 00
		M. C. Sprinkle (for $9,000)	3,060 00

Bangor, Mich.—*Bonds Defeated.*—At the election held July 31, 1899, this village, by a vote of 119 to 89, defeated the proposition to issue $10,000 water-works bonds.

Bangor (Pa.) School District.—*Bond Sale.*—On August 8, 1899, the $9,400 5·20-year (optional) school bonds were sold to the Northampton National Bank, Easton, at 104·44 for 3½ per cents.

Bellevue, Pa.—*Bonds Voted.*—At the election held August 8, 1899, the issuance of $40,000 sewer bonds was authorized by a vote of 82 to 63.

Blissfield, Lenawee County, Mich.—*Bond Sale.*—On Aug. 3, 1899, the $10,000 4% 1-10-year (serial) electric-light bonds were awarded to A. D. Gilmore, Blissfield, at 101·255. Following are the bids:

A. D. Gilmore, Blissfield	101·255	Lamprecht Bros. Co., Cleve	100·27
Denison, Prior & Co., Cleve	101·25	R. Kleybolte & Co., Cincinnati	100·24
W. C. Jipson, Blissfield	101·18	Meyer & Kiser, Ind'apolis	100·25
Sec. Trust Co., Toledo	101·01	Mason, Lewis & Co., Chicago	100·15
State Bank of Blissfield	100·67	C. H. Coffin, Chicago	100·11
W. J. Hayes & Sons, Cleve	100·51	S. A. Kean, Chicago	100·03
Raymond F. Baby, Detroit	100·462		

For description of bonds, see CHRONICLE July 29, 1899, p. 245.

Blue Earth City, Minn.—*Bond Sale.*—On August 1, 1899, the $6,500 4% bonds were awarded to Stoddard, Nye & Co., Minneapolis, at par. Bids were asked for 4½% bonds, and the bids at this interest rate were as follows:

Geo. M. Bechtel	$6,704 00	Minn. L'n & Tr. Co., Minn'lis	$6,535 00
W. J. Hayes & Sons, Cleve	6,653 00	N. W. Harris & Co., Chicago	6,500 00
S. A. Kean, Chicago	6,638 12	Denison, Prior & Co., Cleve	6,500 00
F. M. McKay, Chicago	6,575 00	Kane & Co., Minneapolis	6,500 00
First Nat. Bank, Barnesville	6,541 00	A. M. Schancke	6,430 00

Bonds are dated August 1, 1899, and mature one bond yearly, all being subject to call after August 1, 1900.

Bradley County, Tenn.—*Bond Offering.*—Proposals will be received until 2 P. M. Sept. 1, 1899, by J. I. Harrison, County Court Clerk, for $100,000 5% road bonds. Securities are issued under authority of Chapter 269, Laws of 1899. They are in denomination of $1,000, dated Sept. 1, 1899. Interest will be payable semi-annually. Principal will mature $10,000 in five years, $10,000 in ten years, $15,000 in fifteen years, $15,000 in twenty years, $25,000 in twenty-five years, $25,000 in thirty years. The county has no indebtedness at present. The assessed valuation is about $3,000,000 and the population 16,000.

Buffalo, N. Y.—*Bond Offering.*—Proposals will be received until 12 M August 18, 1899, by Erastus C. Knight, Comptroller, for $182,715 96 3½% registered grade-crossing bonds. Securities are authorized by Section 16, Chapter 345, Laws of 1888. They are dated July 1, 1899. Interest will be payable January 1 and July 1 at the office of the City Comptroller or at the Gallatin National Bank, New York City. Principal will mature July 1, 1919. A certified check for 2% of the amount of bonds bid for, payable to the order of the City Comptroller, must accompany proposals.

Bond Issue.—The Comptroller has been authorized to issue a judgment bond for $6,512 35 bearing 3% interest and maturing July 1, 1900. Bonds will be taken by the Park Bond Redemption Sinking Fund as an investment.

Calhoun County, Iowa.—*Bond Sale.*—The Board of Supervisors has sold to the First National Bank of Rockwell City $10,000 4% refunding bonds at par. Securities are dated August 15, 1899. Interest will be payable semi-annually. Principal will mature ten years from date of issue, subject to call $2,000 yearly.

Cambridge, Mass.—*Bond Sale.*—On August 9, 1899, $100,000 3½% park bonds were awarded to E. H. Rollins & Sons, Boston, at 109·917. Following are the bids:

E. H. Rollins & Sons, Boston	109·917	Jose, Parker & Co., Boston	108·6125
Adams & Co., Boston	109·31	Briggs, Todd & Co., Cincin	108·10
E. C. Jones & Co., New York	109·150	R. L. Day & Co., Boston	108·339
Estabrook & Co., Boston	109·059	Perry, Coffin & Burr, Boston	108·17
Blodget, Merritt & Co., Boston	108·91	Blake Bros. & Co., Boston	108·17

Securities are dated August 1, 1899, and mature August 1, 1939. Interest will be payable semi-annually.

Chatfield (Minn.) School District.—*Bond Offering.*—Proposals will be received until August 14, 1899, for $4,500 4% school-house bonds. Securities were authorized by a vote of 43 to 6 at an election held recently.

Cheboygan, Mich.—*Bonds Proposed.*—This place proposes to hold an election to vote on the question of issuing $25,000 bonds, according to local reports.

Cleveland, Ohio.—*Bond Offering.*—Proposals will be received sometime in September, by Chas. P. Salen, City Auditor, for $201,000 4% sewer district bonds, maturing April 1, 1909, $25,000 4% funded debt bonds, maturing Oct. 1, 1909, and $65,000 bridge bonds, maturing Oct. 1, 1909. Securities will be coupon bonds of $1,000, the sewer bonds being dated April 1, 1899, and the funded debt and bridge bonds Oct. 1, 1899. Interest will be payable semi-annually, both principal and interest being payable at the American Exchange National Bank, New York City. A certified check drawn on a national bank for 5% of the amount of bonds bid for, payable to the "Treasurer of the City of Cleveland," must accompany bids. Bids must be made on blanks furnished by the City Auditor."

Conneaut, Ohio.—*Bond Offering.*—The $4,000 Fire and Police Department bonds voted on June 30, 1899, will bear 5% interest and will mature in 1906. They will be in denomination of $500. We are advised by I. L. Risley, Village Clerk, that proposals will now be received for these bonds.

Crisfield, Md.—*Bond Sale.*—On August 9, 1899, the $30,000 5% 20-year improvement bonds were awarded to Townsend, Scott & Son, Baltimore, at 107·97. Following are the bids:

Townsend, Scott & Son, Balto	107·97	W. J. Hayes & Sons, Cleve	105·62
Clarence Hudson, Crisfield	106·50	Bank of Crisfield	105·01

For description of bonds see CHRONICLE July 29, 1899, p. 245.

Crotty (Village), Lasalle County, Ill.—*Bond Offering.*—Proposals will be received until 7:30 P. M. August 21, 1899, by C. H. R. Thomas, Village Attorney (P. O. Seneca), for $5,000 5% 1-5-year (serial) bonds. Securities will be in denomination of $1,000, dated May 1, 1899. Interest will be payable annually on May 1 at the State Bank of Seneca. A certified check for 5% of bid must accompany proposals.

Dallas County, Texas.—*Description of Bonds.*—We are advised that the $41,000 refunding court-house bonds (reported in the CHRONICLE August 5, 1899, as sold) were taken by J. B. Oldham of Dallas. The bonds bear 3% interest, payable annually, and will mature in 20 years.

Dallas, Texas.—*Refunding Bonds Authorized.*—The city has authorized the following bonds: $100,000 3½% gold bonds to refund a like amount of 6% water bonds issued January, 1882, and maturing January 1, 1902; also $100,000 3½% gold bonds to refund a like amount of 6% general improvement bonds issued November, 1893, and maturing November, 1913, subject to call November, 1903. The new bonds are in denomination of $1,000, dated August 1, 1899. Interest will be payable February 1 and August 1 at the Seaboard National Bank, New York City. Principal will mature August 1, 1939. These bonds, we are advised by C. G. Morgan, City Auditor, when issued and approved by the State Attorney-General, will be deposited with the State Comptroller to be by him delivered to the holders of the bonds to be refunded in like amount when old bonds are surrendered and canceled.

See official notice to bondholders among the advertisements elsewhere in this department.

Defiance, Ohio.—*Bond Sale.*—On August 5, 1899, the $25,000 4½% electric-light-plant bonds were awarded to the Atlas National Bank of Cincinnati at 109·728. Following are the bids:

	Premium.		Premium.
Atlas Nat. Bank, Cincinnati	$2,432 15	Spitzer & Co., Toledo	$1,875 50
Denison, Prior & Co., Cleve	2,285 50	Feder, Holzman & Co., Cincin	1,865 85
Briggs, Todd & Co., Cincinnati	2,250 00	R. Kleybolte & Co., Cincin	1,825 00
Meyer & Kiser, Cincinnati	2,067 50	New 1st Nat. B'k, Columbus	1,815 00
S. A. Kean, Chicago	1,982 50	Seasongood & Mayer, Cincin	1,812 50
W. J. Hayes & Sons, Cleve	1,927 00	Lamprecht Bros. Co., Cleve	1,792 50

Bonds mature $1,000 each six months from March 15, 1904, to March 15, 1916, inclusive. For further description of bonds see CHRONICLE July 22, 1899, p. 196.

East Liverpool, Ohio.—*Bond Offering.*—Proposals will be received until 12 M. August 28, 1899, by J. N. Hanley, City Clerk, for $15,000 4% road-improvement bonds. Securities are issued under authority of sections 2835 and 2837, Revised Statutes of Ohio. They are in denomination of $1,000, dated May 1, 1898. Interest will be payable May 1 and November 1. Principal will mature $1,000 yearly, beginning 20 years from date of issue.

Proposals will also be received at the same time and place for $26,045 6% 1-5-year street-improvement bonds. Securities will be dated Sept. 1, 1899, and interest will be payable annually at the office of the City Treasurer. Each proposal must be accompanied by a certified check on some national bank, payable to the City Clerk, for 2% of the amount of bid.

East Rutherford, N. J.—*Bond Sale.*—On August 7, 1899, the $17,000 30-year fire-department bonds were awarded to N. W. Harris & Co., New York, at 105·12 for 4½ per cents. The following bids, all for 4½% bonds, were received:

N. W. Harris & Co., New York	105·12	W. J. Hayes & Sons, Cleve	102·81
Walter Stanton & Co., N. Y.	104·25	Geo. M. Hahn, New York	102·27
Price, McCorn ck & Co., N. Y.	103·36	D. A. Moran & Co., New York	101·76
E. H. Gay & Co., New York	103·00	Spitzer & Co., New York	101·50

For description of bonds see CHRONICLE July 29, 1899, p. 245.

East St. Louis, Ill.—*Bond Sale.*—The city has sold the $116,800 6% 1-4-year street-improvement bonds mentioned in the CHRONICLE July 15, 1899, to the Little & Hays Investment Co. of St. Louis at 101·82. Following are the bids:

Little & Hays Inv. Co., St. L.	$118,926 00	G. M. Brinkerhoff, Springf'd	$117,389 00
James Campbell, St. Louis	118,582 00	Denison, Prior & Co., Cleve	115,000 00
J. M. Parker, New York	117,908 00		

Estherville (Iowa) Independent School District.—*Bond Sale.*—On July 19, 1899, this district sold to S. A. Kean, Chicago, $5,000 4% 5 10-year (optional) bonds at 100·63. Several bids of about par were received from local parties.

Etna School District, Siskiyou County, Cal.—*Bond Offering.*—Proposals will be received until 12 M. August 19, 1899, by R. H. De Witt, County Treasurer, at Yreka, for $5,000 7% 1-10-year bonds of this district. Securities are in denomination of $500 and mature one bond yearly on July 1. Interest will be payable annually.

Franklin County, Mass.—*Temporary Loan.*—This county is making a temporary loan of $12,500 in anticipation of settlement on account of the Northfield bridge.

Franklin (Neb.) School District.—*Bond Meeting.*—A meeting of this district will be held on August 17, 1899, to vote on the question of issuing about $5,000 school building bonds.

Gallatin, Tenn.—*Bond Election.*—Water-works bonds to the amount of $5,000 will be voted upon by this place.

Georgia.—*Temporary Loan.*—Local papers state that Governor Candler has negotiated a loan of $100,000 in New York City at 2½% interest.

Gloucester City, N. J.—*Bonds Authorized.*—At a meeting of the City Council held August 9, 1899, the issuance of $100,000 street-improvement bonds was authorized.

Groton, Brown County, S. Dak.—*Bond Sale.*—This city has sold $7,500 5% 10-15 year (optional) bonds at 101·03.

Hamilton County (P. O. Cincinnati), Ohio.—*Bond Offering.*—Proposals will be received until 12 M. Aug. 26, 1899, by the Board of County Commissioners, Geo. C. Zimmermann, Clerk, for $4,750 3½% bridge repair bonds. Securities are all in denomination of $100, except one, which will be for $50, dated August 26, 1899. Interest will be payable semi annually at the office of the County Treasurer. Principal will mature August 26, 1919. A certified check for $100, payable to Tilden R. French, County Treasurer, must accompany proposals. Bonds are issued under the authority of Section 871, Revised Statutes of Ohio.

Hamilton (N. Y.) School District No. 1.—*Bond Offering.*—Proposals will be received until 8 P. M. August 21, 1899, by Adon N. Smith, President of the Board of Education, for $23,000 4% 1-20 year (serial) high-school bonds. Securities will be dated Oct. 1, 1899. Interest will be payable semi-annually at the National Hamilton Bank. Principal will mature $1,150 yearly.

Hastings, Neb.—*Bond Offering.*—At the election held August 1, 1899, it was voted to issue $20,0 0 4% electric-light plant bonds. Proposals for these bonds will be received until 12 M. August 14, 1899, by E. A. Francis, City Clerk. They are in denomination of $500; interest will be payable semi-annually at the State Fiscal Agency in New York City, or at the City Treasurer's office. Principal will mature in 20 years, subject to call after 10 years. The vote for the bonds was 377 for and 136 against. The official circular states that there has never been any default in the payment of either principal or interest of any of the city's bonds, and that there is no litigation pending concerning this issue.

Holyoke, Mass.—*Bids.*—Following are the bids received on Aug. 4, 1899, for the $30,000 3½% and the $7,000 4% bonds:

	$30,000 Bonds.	$7,000 Bonds.
Estabrook & Co., Boston	103·26	107·52
N. W. Harris & Co., New York	103·275	107·515
Blake Bros. & Co., Boston	103·31	107·41
Adams & Co., Boston	103·28	107·34
R. L. Day & Co., Boston	102·917	106·917
Blodget, Merritt & Co., Boston	102·91	107·91
E. H. Rollins & Sons, Boston	102·77	106·83

As stated last week, Estabrook & Co. were awarded the 3½% bonds and N. W. Harris & Co. the 4% bonds.

Hopedale, Mass.—*No Bonds to be Issued.*—A statement has been going the rounds that this town would shortly issue $12,000 of bonds. In reply to our inquiries E. D. Bancroft, Town Treasurer, writes us that the report is an error and that the town is not in the market for money. "We shall have cash," Mr. Bancroft writes, "for the proposed park expenditure."

Hyde Park, Ohio.—*Bonds Voted.*—At the election held August 7, 1899, the $15,0.0 town hall bonds were authorized by a vote of 114 to 45.

Ionia, Mich.—*Bond Offering.*—Proposals were again asked for this time until 6 P. M. Aug. 11, 1899, by Willis L. Peck, City Clerk, for $30,000 refunding water-works bonds. These bonds were originally advertised for sale on Aug. 3, 1899, as 3 per cents, but as they were not sold at that time the city now raises the interest to 3½%. Securities are in denomination of $500, dated August 3, 1899. Interest will be payable January 15 and July 15. Principal will mature August 3, 1919, subject to call after August 3, 1909. The total debt of the city, including this issue, is $42,000. The equalized valuation is $2,000,000, about one-half actual value. The population is about 5,100. A certified check for 2% of bid will be required. At the time of going to press the result of the sale was not known.

Johnson City, Tenn.—*Bond Offering.*—Proposals will be received until 12 M., August 17, 1899, by G. W. Sitton, Chairman Finance Committee, for $5,0.0 6% funding judgment indebtedness bonds. Securities are issued under authority of Chapter 339, Laws of 1899. They are in denomination of $500, dated August 1, 1899. Interest will be payable semi annually at the office of the Town Treasurer. Principal will mature $1,000 yearly on February 1 from 1903 to 1907, inclusive. A certified check for $100 will be required.

Joliet (Ill.) School District.—*No Bonds to be Issued.*—It has been reported in some of the papers that this district would shortly place on the market $50,000 school bonds. This, we are advised by J. F. Skeel, Clerk, is an error. The district has levied a tax for $50,000, which will cover all work to be done this year.

Kansas.—*Bond Sale.*—The State School Fund Commissioners have purchased the following bonds of school districts located in the counties named below:

Brown Co	$8 0	McPherson Co	$800	Rooks Co	$500
Greenwood Co	500	Marshall Co	70)	Russell Co	350
Jewell Co	600	Pottawotomie Co	2,200	Shawnee Co	2,500
Leavenworth Co	3,5·0	Pottawotomie Co	600	Smith Co	600
Leavenworth Co	1,900	Riley Co	1,900	Thomas Co	400

The total amount so purchased was $15,750.

Karnes County, Texas.—*Bonds Approved.*—The Attorney-General has approved of the issuance of $47,500 refunding court-house and jail and $9,000 refunding bridge bonds.

King County (Wash.) School Districts.—*Bond Offering.*—Proposals were asked for until August 10, 1899, by Charles F. Whittlesey, County Treasurer, for the following school district bonds:

$10,000 20-year bonds of District No. 50 in the town of Ballard. Securities will be in denomination of from $100 to $1,000, at the option of purchaser. Interest, at a rate not exceeding 6%, will be payable semi-annually.
800 5-year bonds of District No. 16 in the Green River Valley. Securities will be in denomination of not less than $100. Interest (to be named by purchaser) will be payable semi-annually.

Bidders will be required to deposit with their bids 1% of the par value of bonds. The result of sale was not known yesterday.

Lincoln, R. I.—*Loan Authorized.*—At a recent meeting of the Town Council the Town Treasurer was authorized to borrow $5,000 for current expenses.

Linton (Town), Greene County, Ind.—*Bonds Authorized.*—The Board of Trustees has authorized the issuance of $4,500 5% public school building bonds. Securities are in denomination of $500, dated August 1, 1899. Interest will be payable semi annually. Principal will mature $500 each six months from July 15, 1905, to July 15, 1909. Date of sale has not yet been determined.

Litchfield (Ill.) School District.—*Bonds Voted.*—At an election held July 31, 1899, it was voted to issue bonds for the completion of a new school building.

Los Angeles, Cal.—*Bond Election.*—The election to vote on the question of issuing over $400,000 school bonds and $2,100,000 water-works bonds will be held on August 22 and 23, respectively.

Lost Springs Township, Marion County, Kan.—*Bond Sale.*—This township has arranged for the issuance of $10,000 5% bonds to refund a like amount called for payment August 25, 1899, as stated in the CHRONICLE July 29. The new bonds are provided for by H. B. Kelly, Topeka. Interest will be payable semi-annually. Principal will mature $1,000 yearly, beginning Jan. 1, 1905.

Marquette (Mich.) School District No. 1.—*Bond Offering.*—Proposals will be received until 12 M. August 29, 1899, by Peter White, Assessor, for $30,000 4% refunding bonds. Securities are in denomination of $1,000, dated Sept. 1, 1899. Interest will be payable semi-annually at the First National Bank, Marquette. Principal will mature Sept. 1, 1909. These bonds represent the only indebtedness of the district. The assessed valuation is $2,438,080. The population is estimated at 13,000.

Massac County (Ill.) School District No. 3.—*Bond Offering.*—This district will offer for sale at 2 P. M. to-day, Aug. 12, 1899, at office of the County Superintendent, Metropolis, $800 1-4 year bonds. Securities will be in denomination of $200, dated July 1, 1899. Interest will not exceed 7%.

Massillon, Ohio.—*Bond Offering.*—Proposals will be received until 12 M. August 22, 1899, by Thos. H. Seaman, City Clerk, for $3,500 5% Cherry and Akron streets improvement bonds, to be issued in denomination of $700 and $1,500 5% Chester Street improvement bonds, to be issued in denomination of $300. Interest on the $3,500 bonds will be payable Sept. 1, at office of the City Treasurer, and the principal will mature $700 yearly on September 1, from 1900 to 1904, inclusive. Interest on the $1,500 bonds will be payable semi-annually, and the principal will mature one bond each six months, beginning September 1, 1900. All of these securities will bear date of September 1, 1899, and are issued in pursuance of Section 2,705 of the Revised Statutes of Ohio, and of city ordinances.

Mattoon, Ill.—*Bond Election.*—An election will be held on August 22, 1899, to vote on the question of issuing refunding railway bonds.

Mayfield (Utah) School District.—*Bond Sale.*—On July 31, 1899, $1,750 6% 10-20-year (optional) bonds were awarded to Lewis Anderson, Manti City, at 104 57.

Miami (Indian Territory) School District No. 1.—*Bonds Voted.*—At the election held July 25, 1899, the issuance of $10 000 6% 10-20-year (optional) school bonds was authorized by a vote of 175 to 20. Proposals were asked for these bonds until August 10, 1899, but as yet we have not heard of the result of the sale. They are in denomination of $1,000, dated Sept. 1, 1899. Interest will be payable semi-annually.

Michigan City, Ind.—*Bond Sale.*—This city has sold $20,000 5% bonds to Phelps, Eyman & Co., at 106·285, according to reports. Bonds will be dated July 1, 1899, and will mature in from five to twenty years. Interest will be payable annually.

Milwaukee, Wis.—*Bonds Proposed and Authorized.*—At a meeting of the City Council held recently, the issuance of $160,000 street improvement and $50,000 sewer bonds was authorized. At the same meeting an ordinance was introduced providing for $100,000 flushing-tunnel bonds.

Mishawaka, Ind.—*Bonds Proposed.*—The School Board has petitioned the Council for authority to issue $15,000 school house bonds.

Mound City Township, Kan.—*Bond Sale.*—This city has issued through the W. G. Eads Brokerage Co., Kansas City, $25,000 5% refunding bonds. Securities are in denomination of $1,0.0, dated July 15, 1899. Principal will mature July 15, 1919, subject to call $1,000 yearly for the first ten years and the bonds then remaining unpaid at any time after ten years.

Bond Offering.—This township desires to refund $14,500 6% court-house bonds issued May 2, 1888, with a like amount of 20 or 30-year bonds bearing a less rate of interest. D. A. McCormac is Township Clerk.

Napoleon, Henry County, Ohio.—*Bond Offering.*—Proposals will be received until 12 M. Sept. 2, 1899, by James P. Mason, Village Clerk, for the $2,500 5% sewer bonds. Bonds

will be in denomination of $500, dated Sept. 1, 1899. Interest will be payable semi-annually at the office of the Village Treasurer and the principal will mature $1,000 yearly. Each proposal must be accompanied by a New York draft for $300, payable to the Village Treasurer.

New Barbadoes Township School District, Hackensack, N. J.—*Bond Offering.*—Proposals will be received until 8 P. M. Aug. 21, 1899, by I. I. Demarest, District Clerk, for $16,000 4½% bonds. Securities are in denomination of $500, dated August 1, 1899. Interest will be payable semi-annually. Principal will mature $2,000 yearly on August 1 from 1912 to 1919, inclusive. A certified check, payable to the Board of Education on either of the banks of Bergen County or a bank of New York City for 2% of the par value of bonds, must accompany proposals.

Newburgh, N. Y.—*Bond Offering.*—Proposals will be received until 4 P. M. August 21, 1899, by Benj. B. Odell, Mayor, for $26,667 3½% registered improvement bonds. Securities will be dated Sept. 1, 1899. Interest will be payable semi-annually at the office of the City Treasurer, and the principal will mature one-tenth annually, beginning Sept. 1, 1900. Bonds will be issued in accordance with provisions of amended city charter and are offered for sale pursuant to a resolution of the Common Council passed May 18, 1899.

New York City.—*Bonds Authorized.*—On August 9, 1899, the City Council passed upon the $2,100,000 bond issue for the new Hall of Records, which have been the subject of the mandamus and contempt proceedings. The vote for the bonds was 22 while 5 was cast against the issue, the necessary three fourths vote being attained by the vote of President Guggenheimer, who was then acting Mayor. The five Councilmen who voted against the bonds have all along held out against their issuance even in the face of the mandamus issued by Judge Fitzgerald.

Northville, Mich.—*Bids Rejected—Bond Offering.*—All bids received August 7, 1899, for $27,500 electric-light plant bonds were rejected and proposals will again be received, this time until 12 M. August 22, 1899, by Morris S. Nichols, Village Clerk. Bonds will bear 5% interest, payable semi-annually. Principal will mature 30 years from date of issue.

Omaha, Neb.—*Bond Sale.*—On August 5, 1899, the $24,500 4% improvement bonds were awarded to Denison, Prior & Co., Cleveland, at 102·96. Following are the bids:

Denison, Prior & Co., Cleve..	$25,225 00	Omaha National Bank....	$24,761 00
S. A. Kean, Chicago.....	24,843 00	C. H. White & Co., New York.	24,745 00

For description of bonds see CHRONICLE last week, p. 302.

Ophir (Utah) School District No. 9.—*Bonds to be Issued.*—This district will shortly issue $500 6% 5-year school-house bonds.

Otego (Town) Union Free School District No. 1, N. Y.—*Bond Sale.*—On July 29, 1899, the $6,000 4% 1-12-year (serial) bonds were awarded to W. J. Hayes & Sons, Cleveland, at 103·78. For description of bonds see CHRONICLE July 15, 1899, p. 145.

Parsons, Kan.—*Bond Election.*—An election will be held August 29, 1899, to vote on the question of issuing $185,000 bonds for the purchase of the plant of the Parsons Water Supply & Power Co. These bonds, if authorized, we are advised will be delivered to the water compay in payment for the works. They will bear 5% interest, payable semi-annually, and will mature 20 years from date of issue.

Patton, Cambria County, Pa.—*Bond Election.*—An election will be held August 24, 1899, to vote on the question of issuing $7,000 4½% bonds for general municipal improvements. If authorized, bonds will probably run for 30 years, subject to call after 10 years.

Paulding County, Ohio.—*Bond Sale.*—On August 4, 1899, the $26,600 5% Cecil Pike bonds were awarded to the Antwerp Exchange Bank, Antwerp, at 104·50. Bonds mature $3,800 yearly on August 1 from 1900 to 1906, inclusive. For further description of bonds see CHRONICLE July 29, 1899, p. 247.

Paxton, Ill.—*Bond Sale.*—This city has sold at par to Farson, Leach & Co., Chicago, $3,500 4½% refunding bonds. Securities are in denomination of $500, dated July 1, 1899. Interest will be payable annually on July 1 at the office of the City Treasurer. Principal will mature July 1, 1908, subject to call $500 yearly on July 1 from 1904 to 1907, inclusive.

Pensacola, Fla.—*Bonds Proposed.*—The issuance of $50,000 sewer, $20,000 city market and $20,000 city-hall bonds is proposed.

Perth Amboy, N. J.—*Bids.*—The highest bid received August 7, 1899, for the $40,000 4% 10-year tax-arrearage bonds was that of Briggs, Todd & Co., Cincinnati, at 104·25. A bid of 101·25 was also received from Rudolph Kleybolte & Co., Cincinnati. For full description see CHRONICLE July 29, 1899, p. 247.

Rankin (Borough), Pa.—*Description of Bonds.*—We are advised that the $17,461 26 sewer bonds which we stated last week had been voted by the citizens of this place will bear 4½% interest, payable semi-annually. Bonds will be dated October 2, 1899.

Red Lodge, Mont.—*Bond Sale.*—On August 1, 1899, the $25,000 5% 10-20-year (optional) water bonds were awarded to F. R. Fulton & Co., Chicago, at 102·044. Following are the bids:

F. R. Fulton & Co., Chicago.	$25,511 00	W. J. Hayes & Sons, Cleve....	Par
Denison, Prior & Co., Cleve..	Par	S. A. Kean, Chicago.....	$24,750 00

Rio Grande County, Col.—*Bond Sale.*—On July 31, 1899, the $67,900 5% 10-20-year refunding bonds, $118,450 44 5% 10-20-year judgment bonds and $39,732 61 4% 10-20-year judgment bonds were awarded to various Colorado investors at par.

Saint Croix County, Wis.—*Bonds Voted.*—At a special election held August 5, 1899, it was voted to issue bonds to rebuild the bridge across the Apple River at New Richmond, which was destroyed by a tornado on June 12, 1899.

St. James (Mo.) School District.—*Bond Offering.*—Proposals will be received at any time by Chas. Roster, Secretary of Board of Education, for $5,000 4% bonds. Interest will be payable semi-annually. Principal will mature one bond of $1,000 in 4, 8, 12, 16 and 20 years from date of issue.

Sandusky, Ohio.—*Bonds Not Sold.*—We are advised that the sale of $5,520 4% and $2,500 4% refunding bonds, which was to have taken place on August 5, 1899, was withdrawn.

Bond Offering.—Proposals will be received until 12 M. Sept. 2, 1899, by A. W. Miller, City Clerk, for $7,000 4% 10-year refunding sewer bonds. Securities are dated July 16, 1899, Interest will be payable semi-annually at the office of the City Treasurer. A certified check for $500 will be required.

Sanger (Texas) School District.—*Bond Sale.*—On August 1, 1899, the $3,875 6% 20-year school bonds were sold at par.

San Pedro (Cal.) School District.—*Bond Election.*—An election will be held August 26, 1899, to vote on the question of issuing $20,000 6% bonds.

Sardis, Miss.—*Bonds Authorized.*—The Board of Mayor and Aldermen has authorized the issuance of the $12,000 5% 20-year water-works bonds which were voted on July 28, 1899. Securities will be in denominations of $100 and $500.

Shreveport, La.—*Loan.*—The City Council has authorized the Finance Committee to negotiate a loan of $20,000 with the city's fiscal agency, The Commercial National Bank.

Sikeston (Mo.) School District.—*Bond Election Void.*—We are advised that owing to an error in the manner of giving notice of the special election, at which $12,000 bonds were authorized, the same is void. It is not yet determined whether another election will be held or not, but in any event no bonds will be issued prior to Jan. 1, 1900.

South Nyack (Village), N. Y.—*Bonds Voted.*—This village has voted to issue $12,000 sewer bonds. Full details of these bonds have not yet been determined.

Spencerville (Ohio) School District.—*Bond Election Illegal.*—We are advised by Wm. Boush, President of the Board of Education, that the $11,000 bonds which were recently voted by this district will not be issued, owing to a technical error in the election.

Sun Prairie, Wis.—*Bonds Voted.*—At the election held July 31, 1899, it was voted to issue $12,500 water-works bonds.

Syracuse, N. Y.—*Loans Negotiated.*—This city has borrowed from Blake Bros. & Co., New York, at 3 85%, $5,536 in anticipation of the collection of a local assessment. On August 7, 1899, the city also borrowed through Dunscomb & Jennison, New York City, at 3·90%, $150,000 in anticipation of the collection of the city taxes for 1899 and $84,000 in anticipation of the collection of local taxes. The latter loans mature Nov. 10, 1899.

Topeka, Kan.—*Bond Election.*—Mayor Drew has fixed on August 26, 1899, as the date on which the election will be held to vote on the question of issuing $60,000 public building bonds. It was at first thought that the election would be held on August 12, but the earliest practicable date on which the election could be legally called was found to be on the 26th.

Trenton, N. J.—*Bond Sale.*—On August 4, 1899, $15,500 3½% paving bonds were sold at public vendue to Edgar Brick, Crosswicks, N. J., at 106·82. Following are the bids:

Edgar Brick, Crosswicks.....	106·2	Walter Stanton & Co., N. Y.....	106·00
City Sinking Fund.....	106·80	Price, McCormick & Co., N. Y.	105·50
Bertron & Storrs, New York....	106·75		

Bonds are dated August 1, 1899. Interest will be payable semi-annually. Principal will mature August 1, 1929.

Tucson, Ariz.—*Bids.*—Following are the bids received on July 29, 1899, for the $100,000 5% 50-year gold bonds:

N. W. Harris & Co., Chicago.	$101,000 00	Denison, Prior & Co., Cleve..	$99,382 50
Chas. H. Coffin Chicago.....	100,541 00	E. H. Gay & Co., New York..	99,082 50
E. H. Rollins & Sons, Boston.	99,967 50		

As stated last week, N. W. Harris & Co. got the bonds.

Uniopolis (Ohio) Special School District.—*Bond Sale.*—On August 5, 1899, the $600 6% bonds were awarded to the First National Bank of Barnesville at 103 50. Following are the bids:

First Nat. Bank, Barnesville.	$621 00	H. A. Herbst, Dayton.....	$610 25
Ohio National Bank, Lima.....	619 25	J. H. Greathause, New Bremen.	606 00
People's Nat. Bk, Wapakoneta.	615 25	Allen Focht, Uniopolis.....	606 00

Securities mature one bond of $100 each six months from Sept. 1, 1900, to March 1, 1903, inclusive.

Utica, N. Y.—*Bond Sale.*—On August 7, 1899, $27,474 71 4% 1-6-year paving bonds and $14,000 4% public improvement bonds were awarded to W. J. Hayes & Sons, Cleveland, at 100·25 and par respectively. The public improvement bonds will mature $4,000 on Jan. 1, 1900, $5,000 on Jan. 1, 1901, and $5,000 Jan. 1, 1902.

Vaughn (P. O. Hurley) School District No. 1, Iron County, Wis.—*Correction.*—Owing to a typographical error the State under which the item relating to this place in last week's CHRONICLE was given was made to read *Ohio* instead of *Wisconsin.*

Vineland, N. J.—*Bond Election Authorized.*—The Borough Council has authorized an election to vote on the question of issuing $25,000 electric-light, $70,000 water-works and $45,000 sewer bonds.

Warrensburgh (Town) Union Free School District No. 1, Warren County, N. Y.—*Bond Sale.*—On August 1, 1899, the $30,000 5% bonds were awarded to Isaac W. Sherrill, Poughkeepsie, at 114·52. Following are the bids:

L. W. Sherrill, Poughkeepsie	$22,904 00	N. W. Harris & Co., N. Y.	$22,214 00
W. J. Hayes & Sons, Cleve.	22,877 00	John D. Everitt & Co., N. Y.	22,170 00
Geo. M. Hahn, New York	22,756 00	Jose, Parker & Co., N. Y.	22,154 00
Price, McCormick & Co., N.Y.	22,748 00	Estabrook & Co., New York	22,010 00
Walter Stanton & Co., N. Y.	22,730 00	E. D. Shepard & Co., N. Y.	21,964 00
A. L. Leland & Co., N. Y.	22,682 00	Emerson & Co., Warrensb'gh.	21,560 00
Seymour Bros. & Co., N. Y.	22,650 00	Henry Griffing, Warrensb'gh.	21,214 00
R. B. Smith & Co., N. Y.	22,414 00	First Nat. Bank, Barnesville.	20,411 00
Denison, Prior & Co., N. Y.	22,412 00		

Bonds mature $1,000 yearly on January 1 from 1900 to 1919, inclusive. For description of bonds see CHRONICLE July 15, 1899, p. 147.

Warren Township, Belmont County, Ohio.—*Bond Sale.*—On August 3, 1899, the $4,500 4½% 1-9-year (serial) road bonds were awarded to the First National Bank of Barnesville at 105·66. Following are the bids:

First Nat. Bk., Barnesville	$4,755 00	W. J. Hayes & Sons, Cleve.	$4,624 00
Seasongood & Mayer, Cincin.	4,671 45	Lamprecht Bros. Co., Cleve.	4,617 00
Feder, Holzman & Co., Cin.	4,660 00	S. Kuhn & Sons, Cincinnati	4,615 00
Briggs, Todd & Co., Cincin.	4,657 50	S. A. Kean, Chicago	4,612 50
Denison, Prior & Co., Cleve.	4,635 00		

For description of bonds see CHRONICLE July 22, 1899, p. 199.

Warrick County (P. O. Boonville), Ind.—*Bond Offering.*—Proposals will be received until September 1, 1899, by Commodore P. McClary, County Treasurer, for $51,746 60 4½% Rock Road bonds. Securities are in denominations of $500 and $293 66½, and mature $1,293 66½ yearly on May 15 from 1900 to 1939, inclusive. A certified check for $500 must accompany proposals.

Waterloo (Iowa) School District.—*Bond Sale.*—This district has sold the $13,000 4% refunding bonds recently authorized.

Wayne (Ohio) School District.—*Bonds Voted.*—This district, on July 31, 1899, by a vote of 119 to 42, authorized the issuance of bonds for a new school house.

Weatherford (Texas) School District.—*Description of Bonds.*—We are advised that the $5,000 5% school building bonds (which we stated last week had been sold) were taken at private sale by J. B. Oldham of Dallas at 105. Bonds mature in 40 years from date of issue, subject to call after 15 years.

Windham County (P. O. Danielson), Conn.—*Loan Negotiated.*—Only one bid was received on August 4, 1899, for the temporary loan of $20,000, and that was from Blodget, Merritt & Co., Boston, at 3·40%. Loan matures Nov. 10, 1899.

Worcester County, Mass.—*Bond Sale.*—The highest bid received on August 8, 1899, for the $70,000 8½% notes was that of Briggs, Todd & Co., Cincinnati, at 100·714. Following are the bids received:

Briggs, Todd & Co., Cincinnati	100·714	Blake Bros. & Co., Boston	100·27
Blodget, Merritt & Co., Boston	100·71	Rogers, Newman & Tolman, Bos.	100·085
Jose, Parker & Co., Boston	100·475		

Notes mature $30,000 on Oct. 15, 1908, and $40,000 Oct. 15, 1909.

Yonkers, N. Y.—*Bond Offering.*—Proposals will be received until 3 P. M. August 16, 1899, by Leslie Sutherland, Mayor, for $8,500 4% assessment bonds. Principal will mature Feb. 1, 1902. Bonds are issued under the provisions of Section 36, Title vii., of City Charter, and will bear date of Sept. 1, 1899.

Zanesville, Ohio.—*Bond Offering.*—Proposals will be received until 12 M. Sept. 1, 1899, by C. N. Bainter, City Clerk, for $30,000 3½% refunding bonds. Securities will be in denomination of not less than $1,000, dated Oct. 1, 1892. Interest will be payable semi-annually at the City Treasurer's office, or at the Nassau Bank of New York City. Principal will mature Oct. 1, 1919.

Proposals will also be received at the same time and place for $13,200 5% Woodlawn Avenue paving bonds. Securities will be dated Sept. 1, 1899. Interest will be payable March 1 and Sept. 1. Principal will mature one-tenth yearly.

A certified check on some national bank for $500 must accompany each proposal.

STATE AND CITY DEBT CHANGES.

Chippewa Falls, Wis.—W. J. McDonald, City Clerk. This city is the county seat of Chippewa County.

LOANS—	When Due.		
REFUNDING BONDS—		Assessed valuat'n, real.	$2,295,950
4s, J&J, $74,000	July 15, 1919	Assessed valuat'n, per'l.	788,082
(Subject to call July 15, 1909.)		Total valuation 1898	3,084,032
Bonded debt Apr. 1, '99	$137,169	Assessment abt. 75% actual value.	
Floating debt	9,200	Total tax (per $1,000) '98	$30·00
Total debt Apr. 1, 1899	146,369	Population in 1890 was	8,670
		Population in 1899 (est.)	9,500

Denver, Col.—Thomas S. McMurray, Mayor; Paul J. Sours, Treasurer. Denver is situated in Arapahoe County. On Feb. 7, 1894, the town of South Denver was annexed to and became a part of the city of Denver and the city assumed its indebtedness. See statement below.

NEW LOANS.

$33,000

Town of West New York, N.J.

HUDSON COUNTY, N. J.,

SCHOOL BONDS.

Sealed proposals will be received by the Town Council of the Town of West New York, at the Town Hall, Bergenline Avenue, near Pierce Avenue, in said Town, on

Thursday Evening, August 17, 1899,

at 8 o'clock,

for the purchase of Thirty-three Thousand Dollars "School Bonds" of said Town, to be issued under the authority of the Act of the Legislature of New Jersey, entitled "An Act to authorize the purchase of lands and the construction of school houses thereon, and the issuing of bonds to raise money to pay the cost of the same, in towns of this State," approved June 14, 1898; said bonds will bear interest at the rate of four per cent per annum, payable semi-annually, and may be either registered or have coupons attached for the payment of each half-year's interest at the option of the purchaser; said bonds will be thirty in number, and will be for the sum of Eleven Hundred Dollars each; the bonds will bear date October 1st, 1899, and will be delivered on that day, and will become due and will be payable as follows: Eleven Hundred Dollars thereof on the first day of October, 1902, and Eleven Hundred Dollars thereof annually thereafter.

The bonds will be sold to the person or corporation offering the terms most advantageous to the town. The bonds will be delivered to the purchaser on the first day of October, 1899, on receipt of the price bid.

Each proposal must be accompanied by a deposit of three per cent of the amount of the bid, which deposit may be either in money or certified check to the order of the town, for which deposit the receipt of the Town Treasurer will be given; the deposits of unsuccessful bidders will be returned immediately after the award of the bonds is made; the deposit of the successful bidder will be retained and will be applied as part payment of the purchase price, or in case of failure to complete the purchase within the prescribed time the bonds will be again advertised for sale, and all costs and expenses attending such re-advertising, as well as all loss suffered by the town on account of such failure, will be retained out of and deducted from such deposit, and the balance returned to the depositor.

All proposals must be enclosed in sealed envelopes, which shall be endorsed "Proposals for School Bonds."

No conditional bids will be received.

All bids that do not comply with the terms stated herein will be considered informal, and will be rejected.

Dated July 28th, 1899.

By order of the Town Council,

FRANCIS F. TONN,
Town Clerk.

NEW LOANS.

DALLAS, TEXAS.

NOTICE TO HOLDERS OF

BONDS.

The City of Dallas has issued $100,000 3½% 40-year Gold Refunding Water-Works Bonds for the purpose of refunding $100,000 6% bonds issued January, 1883, and maturing January, 1903.

ALSO

$100,000 3½% 40-year Gold Refunding General Improvement Bonds, for the purpose of refunding a like amount of 6% bonds issued November, 1893, and Maturing in November, 1903 or 1913.

Holders of the old bonds mentioned above are requested to communicate with the undersigned, giving amount and series held.

C. G. MORGAN, City Auditor,
Dallas, Texas.

State of Massachusetts 3s
City of Newton, Mass 4s
City of Malden, Mass 4s
Boston Terminal Co 3½s
N. Y. Central & H. R. RR 3½s
Chicago Rock Island & Pacific 4s
Baltimore & Ohio 1st mtge 4s
West End St. Ry. 4s
West End St. Ry. 4½s

Perry, Coffin & Burr,
60 State Street, Boston.

Rutland Railroad Co.

First Mortgage 4½% Gold Bonds,

DUE JULY 1, 1941.

E. H. ROLLINS & SONS,
19 MILK STREET, BOSTON.

Blodget, Merritt & Co.,
BANKERS
16 Congress Street, Boston.
15 Wall Street, New York.
STATE, CITY & RAILROAD BONDS

INVESTMENTS.

WE OWN AND OFFER

$100,000

City of Austin, Texas,

Water and Light 5% Gold Bonds.

Dated July 1, 1890. Due July 1, 1930.

OPTIONAL JULY 1, 1910.

Coupons Jan. 1, April 1, July 1 and October 1.

INTEREST AND PRINCIPAL PAYABLE AT THE NATIONAL CITY BANK, NEW YORK, N. Y.

DENOMINATION $1,000.

Assessed Valuation	**$12,085,507**
Total Debt	**$1,652,000**
(Less) Water and Light Debt (Self-sustaining)	**1,327,000**
Leaving Net Debt	**$325,000**

Population about 20,000 and increasing.

The legality of this issue of bonds has been affirmed by a decision of the Supreme Court of Texas, which has declared them to be a valid and binding obligation of the City of Austin.

PRICE ON APPLICATION.

E. D. Shepard & Co.,

31 NASSAU ST., NEW YORK.

EDWD. C. JONES & CO.,

DEALERS IN

Municipal, Railroad, Street Railway and Gas

BONDS.

New York, - - 1 Nassau Street.
Philadelphia, - - 421 Chestnut St.

MASON, LEWIS & CO.,

BANKERS

CHICAGO,	BOSTON,
171 La Salle St.	60 Devonshire St.

MUNICIPAL RAILROAD CORPORATION BONDS.

Choice Issues.

Street Railway and Gas Companies.

LIST ON APPLICATION.

LOANS—	When Due.
PUBLIC IMPROVEMENT—	
5s, J&J, $400,000.....Ser. B, 1906	
Subject to call July 1, 1901	
4s, M&N, $400,000.....Ser. C, 1908	
Optional after Nov. 1, 1903	
4s, M&S, $380,000.....Ser. A, 1904	
Subject to call Sept. 1, 1899	
4s, J&J, $320,000.....Ser. A, 1907	
Subject to call after Jan. 1, 1902.	
HIGHLAND SEWER AND BUILDING BONDS—	
6s, J&J, $37,000.....July 1, 1904	
6s, J&J, 22,000.....July 1, 1905	
6s, J&J, 14,000.....July 1, 1906	
6s, J&J, 13,000.....July 1, 1907	
REFUNDING WARRANTS—	
4s, J&J, $27,500.....1903	

INTEREST is payable at the Mercantile Trust Co., New York.

SPECIAL BONDS.—Bonds and warrants amounting on Jan. 1, 1899, to $2,783,450 (principal and interest) issued for paving, sidewalks and sewers are payable by special assessments.

A SINKING FUND of $1·90 per $1,000 of assessed valuation was provided in 1894 by special assessment.

CITY PROPERTY—On Jan. 1, 1898, the city possessed real estate, park and other property valued at $5,936,053.

Fargo, N. Dak.—J. M. Rowe, Auditor. This city is situated in Cass County.

LOANS—		When Due.
Bridges,	$20,000.....	1903
Bridges, &c.,	9,000.....	1904
Funding,	34,000.....	1901
Refunding	25,000.....	1913
Sewers,	19,000.....	1903
do	8,000.....	1902
Streets,	9,000.....	1901
Water,	10,000.....	1901
Water,	10,000.....	1906
Water,	60,000.....	1911
Water&sewer	30,000.....	1915

Bonded debt Mar. 1, '99., $234,000
Floating debt 106,139
Total debt Mar. 1, 1899.. 340,139
Sinking funds..... 55,291
Net debt Mar. 1, 1899 ... 284,848
Tax valuation real.....1,837,868
Tax valuation, personal. 501,316
Total valuation 1898....2,339,184
Assessment about ⅓ actual value.
Total tax (per $1,000) '97..$60·30
Population in 1890 was..... 5,664
Population 1898 (local est.) .13,000

In addition to the above there are outstanding $40,000 water bonds which were assumed by the city upon purchasing the works. These are to be paid from water rents and not by general taxation.

Jackson, Tenn.—Thos. Tate, Chairman Finance Committee. This city is in Madison County. Jackson owns its water-works plant, valued at $400,000, from which the city derives a yearly revenue of $18,000.

LOANS—	When Due.
SOUTH DENVER WATER BONDS—	
6s, J&J, $160,000.....Jan. 1, 1904	
6s, F&A, 3,000.....Feb. 4, 1906	
6s, M&N, 100,000 ....May 1, 1906	
6s, M&N, 60,000.....May, 1906	
BARNUM WATER—	
5s, J&J, $5,000.....July 1, 1901	
5s, J&J, 3,000..... July 1, 1903	
HARMON WATER, B'LDG & BRIDGE 8s, ..., $5,800.....1899-1906	

Bond. debt Jan. 1, '99..$1,950,300
Sinking fund..... 128,714
Net debt Jan. 1, 1899... 1,821,586
Tax valuati'n '98 (abt.).61,443,210
Assessm't about ⅓ actual value.
City tax (per $1,000) '99.. $15·00
Population in 1890 was....106,713
Population in 1898 (est.)..165,000

LOANS—	When Due.
IMPROVEMENT BONDS—	
6s, ... $55,000.....1921	
6s, ... 68,000.....1920	
SCHOOL BONDS—	
5s, F&A, $22,000.....Aug. 1, 1917	
(Optional after Aug. 1, 1907).	
TENN. MID. RY. BONDS—	
6s, ...$125,000.....1909	

INTEREST on the improvement bonds is payable at the Hanover National Bank, New York City; on the school bonds in Jackson.

Johnson County, Iowa.—A. R Cheny, County Treasurer. Iowa City is the county seat.

LOANS—	When Due.
COURT-HOUSE BONDS—	
3½s, ... , $100,000.y'rly on Apr.1	
($40,000 in 1904, $10,000 in 1905,	
'06&'07, $15,000 in 1908&'09.)	

Bonded debt June 1, '99. $100,000
Assessed valuation, real.5,586,968
Assessed valuat'n, RR.. $520,132
Assessed valuat'n, per'l.1,350,946
Total valuation 1899....7,458,046
Assessment about ¼ actual value.
State & Co. tax (per M) '99.$10·30
Population in 1890 was.....23,082
Population in 1899 (est.)...35,000

Las Animas County, Col.—J. M. Garcia, Clerk and Recorder. County seat is Trinidad.

LOANS—	When Due.
COUNTY BONDS—	
5s, A&O, $119,500.....1914	
6s, A&O, 51,200.....1910	

Bonded debt Jan. 1, '99. $170,700
Floating debt..... 2,868
Total debt Jan. 1, 1899.. 173,568
Cash on hand..... 38,940
Net debt Jan. 1, 1899.... $134,628
Tax valuation 1898.....5,259,824
Assessment is ½ to ⅓ actual value.
State tax (per $1,000) 1898..$4·00
County tax (per $1,000).....14·05
Population in 1890 was.....17,208
Population in 1895 (about) .20,000

OPTIONAL.—Bonds are all subject to call.
INTEREST on the 6 per cent bonds is payable at the Chemical National Bank, New York; on the 5 per cent bonds at the First National Bank, New York.

Lexington, Ky.—J. B. Simrall, Mayor; L. E. Pearce, Auditor. This city is in Fayette County.

LOANS—	When Due.
BRICK STREET BONDS—	
6s, M&N, $5,000....May 20, 1901	
6s, var's, 5,268.....var., 1921	
6s, A&O, 2,469.....Oct. 1, 1932	
4½s, M&N, 75,570.....Nov. 1, 1934	
4½s & 6s, 152,317.....part yearly	
FUNDING BONDS—	
5s, F&A, $50,000...Aug. 1, 1918	
REFUNDING BONDS—	
4½s, F&A, $105,000..Aug. 1, 1932	
4½s, F&A, 45,000..Aug. 1, 1924	
4½s, J&D, 81,000..June 1, 1933	
4s, J&J, 25,000 Jan. 10, 1935	

SCHOOL BUILDING BONDS—	
5s, A&O, $30,000.....Apr. 1, 1918	
RAILROAD-AID BONDS—	
5s, J&D, $100,000..June 1, 1918	
4½s, M&S, 150,000..Sept. 1, 1920	
4½s, F&A, 15,000..Aug. 1, 1932	
Bonded debt Jan. 1, '99. $841,623	
Sinking fund..... 81,930	
Assessm't bonds (incl.). 152,317	
Tax valuation 1899.....16,434,149	
Assessment is ½ actual value.	
City tax (per $1,000), 1899... $7·50	
Population 1890 was.....21,507	
Population 1899 (estim'd)..30,000	

WATER WORKS BONDS—	
6s, ...$100,000.....1915	
Bonded debt May 1, '99..	$370,000
Floating debt, about...	17,000
Total debt May 1, 1899.	387,000
Tax valuation '98 (abt.)	3,000,000
Actual valuation about.	8,000,000
Tot. tax (p. $1,000), '98.	$27 00
Population in 1890 was ..	10,039
Population in 1899 (est.)...	16,000

INVESTMENTS.

ADAMS & COMPANY
BANKERS,
DEALERS IN
INVESTMENT BONDS.
Members of Boston Stock Exchange.
No. 7 Congress and 31 State Streets
BOSTON.

State,
County, City, School,
Bonds.
BRIGGS, TODD & CO.,
CINCINNATI, OHIO.

MUNICIPAL BONDS.
Securities Netting from 3½ to 6%
ALWAYS ON HAND.
Send for our Investment Circular.
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INTEREST on the funding and refunding bonds and on the railroad-aid bonds due 1918 is payable in New York City; on the railroad-aid bonds due in 1920 and 1932, on the school building bonds and special assessment bonds, at Lexington.

Marblehead, Mass.—E. Paine, Treasurer. This town is in Essex County.

LOANS—	When Due.
Electric-Light Bonds—	
4s, J&J, $50,000	July 1, 1924
Refunding Bonds—	
4s, A&O, $37,000 ($5,000 due yearly on Oct. 1.)	1899-1906
Town Notes—	
4s, J&D, $3,000 ($4,000 due yearly)	June 1, 1899 to June 1, 1900

LOANS—	When Due.
Water Bonds—	
4s, M&N, $61,500	Nov. 1, '99-'18
4s, M&N, 25,500	May 1, '99-'19
4s, J&J, 27,500	Jan. 1, '00 to '20
4s, J&J, 57,500	July 1, '99 to '21
4s, J&D, 36,000	Dec. 1, '99 to '21

INTEREST on the electric-light and water-works bonds is payable at Boston; on the refunding bonds at Boston and Marblehead; on town notes at Marblehead.

BONDED DEBT on March 9, 1899, was $304,000; water debt (included), $207,500; floating debt, $7,050; total debt, $311,050; sinking fund, $4,246.

TAX VALUATION (about the same as actual value) has been:

Years—	Assessed Valuation— Real.	Personal.	Total.	Rate of Tax per $1,000
1898	$4,886,000	$753,000	$5,639,000	$19·20
1897	4,793,650	761,775	5,555,425	16·80
1896	4,735,600	800,068	5,535,668	20·20
1895	4,642,200	823,905	5,466,105	17·70
1891	4,213,800	832,032	5,045,832	21·40

POPULATION in 1895 was 7,664; in 1890 was 8,202.

Punxsutawney, Pa.—T. M. Kurtz, Burgess; J. R. Lowry, Secretary. This borough is in Jefferson County.

LOANS—	When Due.
Sewer Bonds—	
4s, ... $4,000	July, 1903 to '20
Paving Bonds—	
4s, J&J, $8,000	Jan. 1, 1927 (Optional after Jan. 1, 1905.
4s, F&A, $5,000	Aug. 1, 1927 (Optional after Aug. 1, 1905.)
Street Improvement Bonds—	
4s, J&D, $15,000	1903-1921
Refunding Bonds—	
4s, J&J, $14,000	Jan. 1, 1928 (Optional after Jan. 1, 1903.)

Bonded debt Mar. 1, 1899	$46,000
Floating debt	5,243
Total debt Mar. 1, 1899	51,243
Sinking fund	1,142
Net debt Mar. 1, 1899	50,101
Total valuation 1899	1,365,726
Assessment about ⅔ actual value.	
Tax rate (per $1,000) 1899	$17·00
Population in 1890 was	2,792
Population in 1899 (est.)	5,200

VALUE of city property, $9,773.

INTEREST on paving bonds payable at Borough Treasurer's office, and on the refunding bonds at the First National Bank, Punxsutawney.

St. Peter, Minn.—Joseph Mason, Mayor; Henry N. Benson, City Clerk. A city in Nicollet County.

LOANS—	When Due.
Refunding Bonds—	
5½s, M&S, $5,000	Sept. 1, 1901
5½s, M&S, 5,000	Sept. 1, 1906
5½s, M&S, 5,000	Sept. 1, 1911
5s, M&S 7,000	Sept. 15, 1907
Improvement Bonds—	
6s, Sept., $9,000	Sept. 1, 1903
6s, Sept., 9,000	Sept. 1, 1908

Electric-Light Bonds—	
6s, F&A, 3,000	Aug. 1, 1899
Bonded debt May 1, '99	$52,000
City has no floating debt.	
Tax valuation, real	443,922
Tax valuation, personal	281,084
Total valuation 1898	725,006
Total tax (per $1,000) '98	30·75
Population in 1895 was	4,251
Population in 1890 was	3,671

INTEREST on the improvement bonds is payable at the City Clerk's office; on other bonds at the Chase National Bank, New York City.

Sioux City, Iowa.—J. H. Quick, Mayor; John Hittle, Treasurer. Sioux City is situated in Woodbury County.

LOANS—	When Due.
Refunding Bonds—	
5s, ... $95,000	Oct. 1, 1917 Subject to call after 1915.
5s, ... 125,000	Nov. 1, 1917 Subject to call after 1915.
4½s, ... 375,000 ($25,000 yearly)	May 1, 1906 to 1920
4½s, ... $40,100	Jan. 1, 1916 Subject to call after 1906.
4½s, ... $159,900	Aug., 1920
Improvement Bonds—	
6s, ... $11,100	1907 to 1913
5s, ... 36,500	Oct., 1917 Subject to call after 1907.
Funding Bonds—	
4s, J&J, $325,000	Jan. 1, 1919 Subject to call after 1914.

ASSUMED INDEBTEDNESS (NOT CITY OBLIGATIONS.)

Library Bonds—	
6s, ..., $51,000	July 1, 1901 Subject to call $20,000 yearly.
Police Station Mortgage—	
7s, ..., $25,000	May 1, 1902
Water Bonds—	
6s, ..., $65,000	May 1, 1904 Subject to call in part.

INTEREST is payable in New York City.

TOTAL DEBT.—The city's bonded debt on April 1, 1899, was $1,167,600.

ASSESSED VALUATION in 1898 of real estate was $4,755,851; personal property, $1,065,042; total, $5,820,893. Property is assessed at 25 per cent of its actual value. In 1899 the total tax rate (per $1,000) was $65·40.

POPULATION.—In 1890 it was 37,806; in 1899 (estimated) 42,506

Wilson County, Kan.—County seat is Fredonia.

LOANS—	When Due.
St. L. & W. RR.—	
7s, ... $93,000	Nov. 26, 1909
Court House Bonds—	
6s, ... $8,000	.....
Bonded debt Jan. 1, '99	$101,000

Tax valuation 1898	$2,732,774
Assessment is ¼ actual value.	
State & Co. tax (per M) '98	$15·60
Population 1890 was	15,286
Population 1895 was	14,393
Population in 1899 was	15,150

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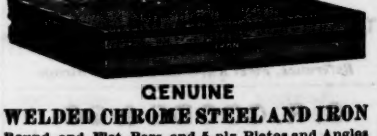

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